

# 2&U

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**1201 2nd Avenue - #3019177**

2/3 Alley Vacation

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Urban Design Merit / Seattle Design Commission / 10.15.2015

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**SKANSKA / PICKARD CHILTON / SWIFT COMPANY LLC / GRAHAM BABA ARCHITECTS**

## Project Information /

**Property Address /** 1201 2nd Avenue  
Seattle, WA 98101

**DPD Project Number /** 3019177

**Owner /** Samis Foundation

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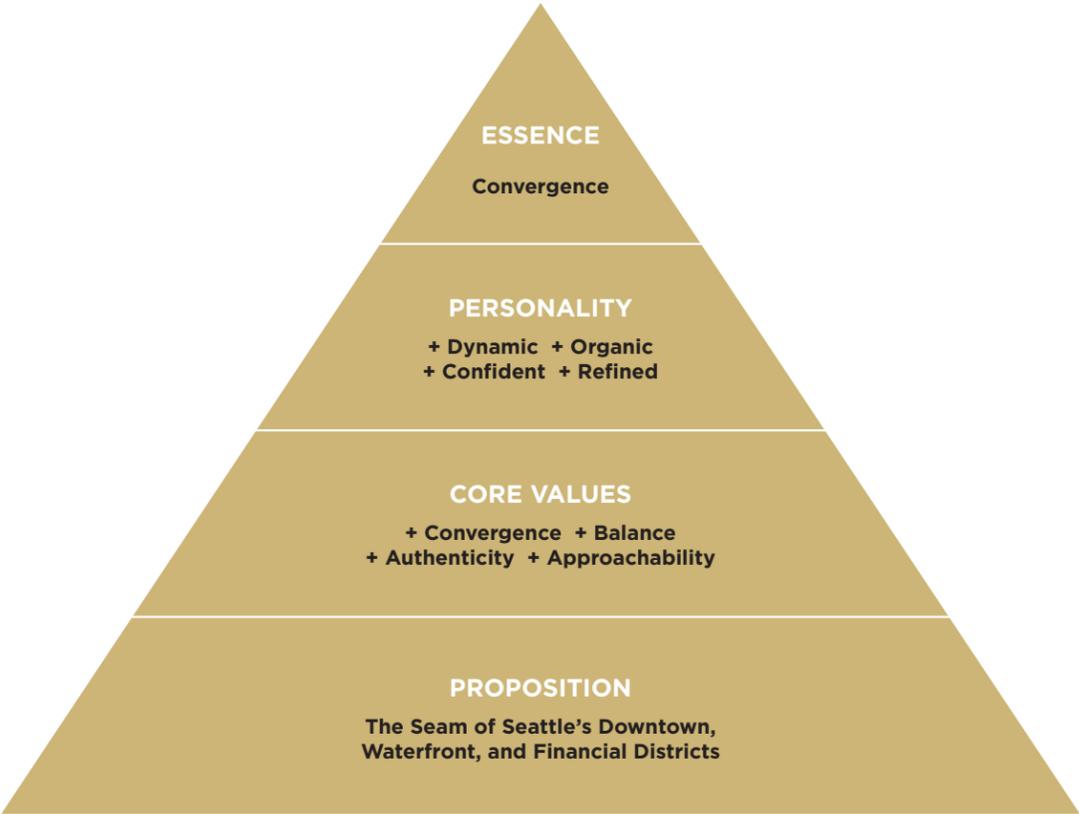
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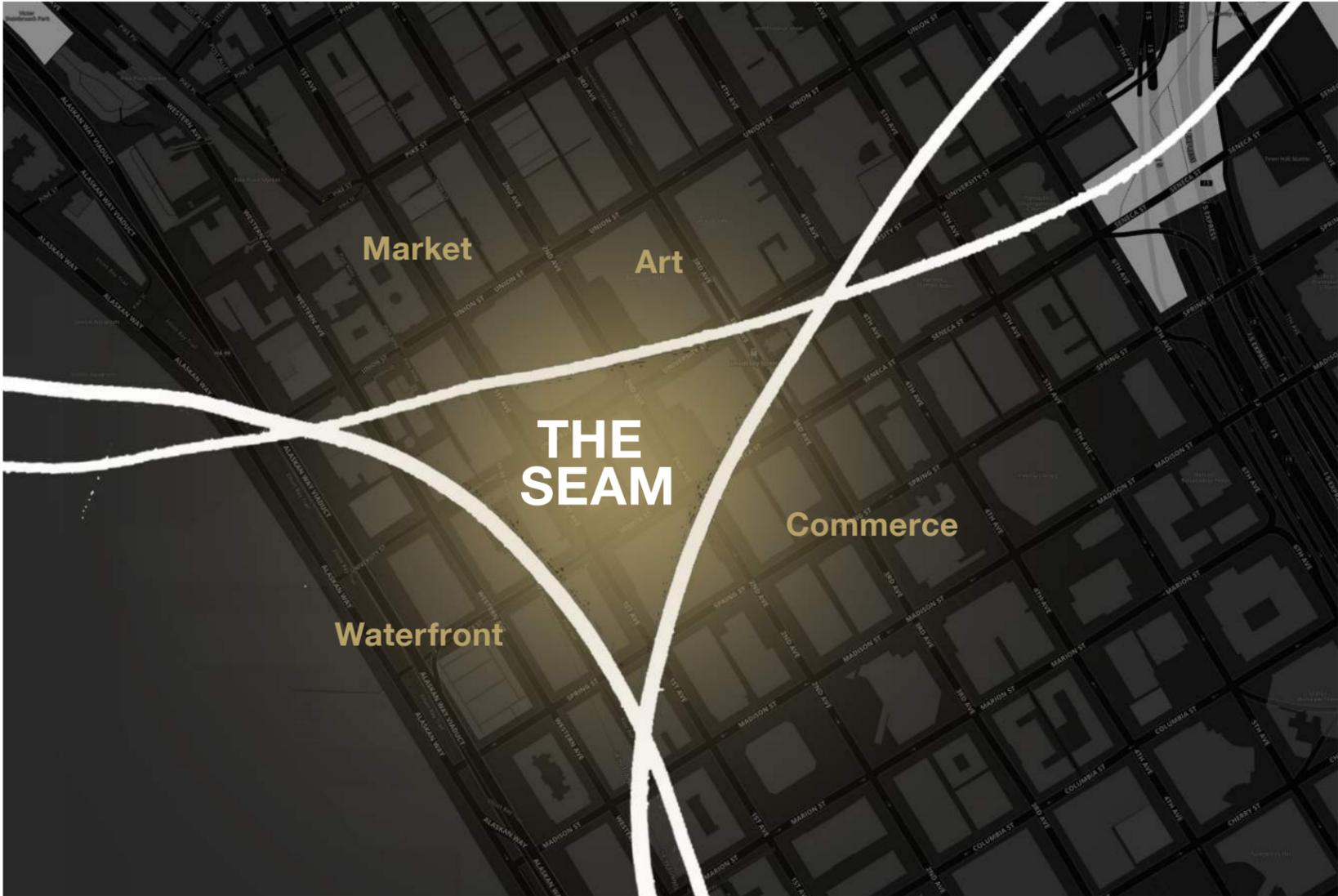
# Urban Context

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Project Introduction / The Vision



**Project Values**



# Project Introduction / Project Summary

## Program Objectives

Open spaces and pedestrian passages throughout the block, connecting 2nd Avenue, 1st Avenue, and Seneca and University Streets.  
Indoor Public Atrium with Hillclimb Assist.  
Covered Shopping Atrium Plaza and Retail roof terraces  
20,000 SF Retail space.

680,000 square feet of leasable Class A office space  
Roof terrace for tenants.

500 parking spaces in below-grade garage.  
Garage access and exit off Seneca Street.  
Loading will also be accessed from Seneca Street.

## Development Objectives

Site is bounded by 2nd Avenue, 1st Avenue, University St. & Seneca St.  
Project includes the full eastern half of block & 2/3 of western half of the block.  
The Diller Hotel is under separate ownership and will remain.

Southern 2/3 of public alley is petitioned to be vacated.  
Northern 1/3 of the alley remains a functioning public alley, with a turn-around easement provided as part of this project.

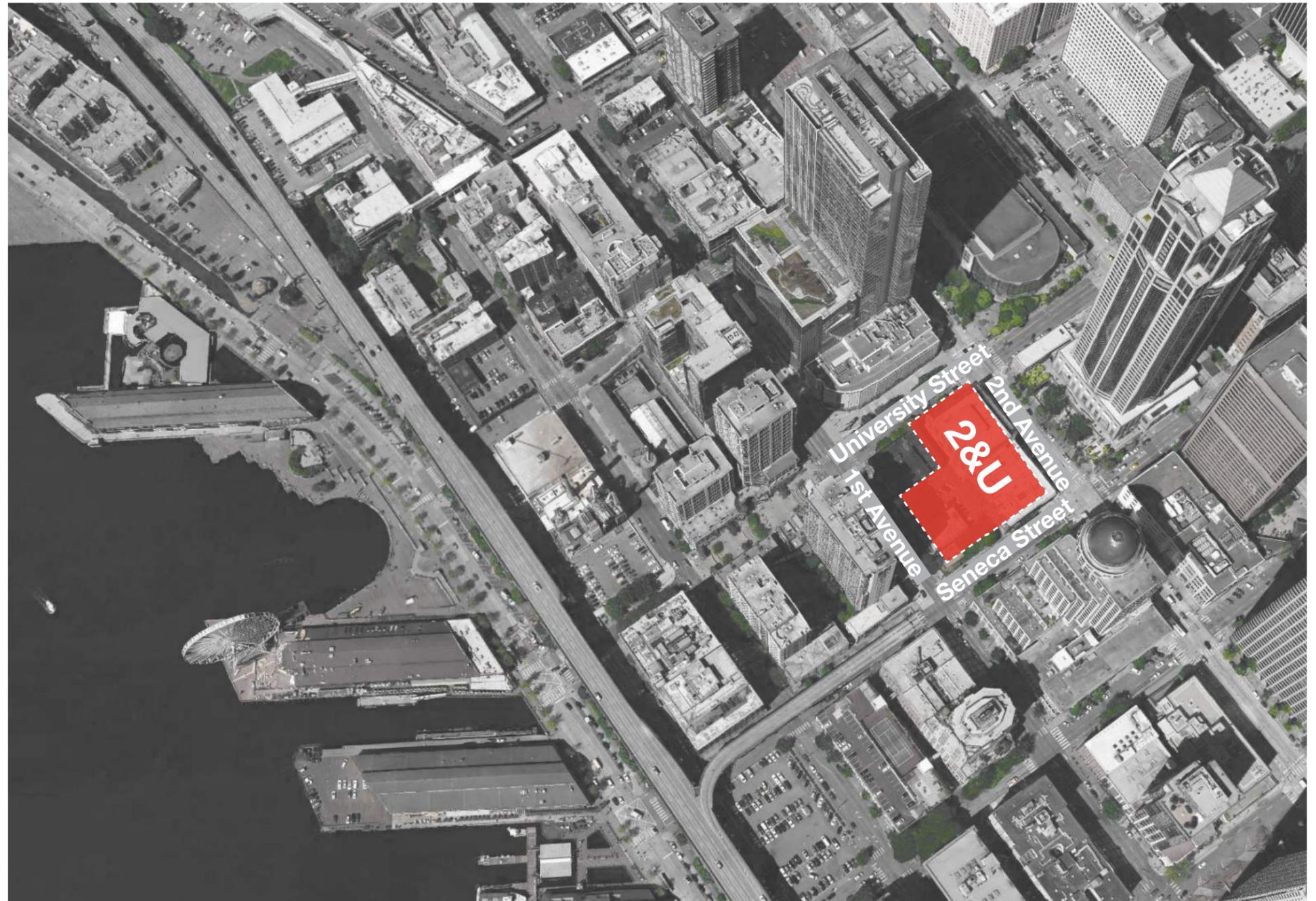
Eastern portion of site is zoned DOC1 U/450/U.

25,920 sf	property area, plus
1,280 sf	vacated alley,
27,200 sf	total eastern site area.
20	Max FAR
544,000 sf	resulting FAR.

Western portion of site is zoned DMC 240/290-400.

17,760 sf	property area, plus
1,280 sf	vacated alley,
19,040 sf	total eastern site area.
7	Max FAR
133,280 sf	resulting FAR.

46,240 sf	total site area
677,280 sf	FAR total
23,704 sf	3.5% MEP Bonus
700,984 sf	Adjusted Total FAR



# Project Introduction / Community Engagement

## 1 Groundscape Worksession

An early worksession with local design leaders, cultural spotters, business owners and tech entrepreneurs to explore ways the built environment can strengthen and elevate our city.

## 2 Open Community Workshop

An evening event where local residents, business owners and interested parties gathered and participated in a series of ideation activities to explore the design and the evolution of 2&U's urban village.

## 3 Engagement with Benaroya Hall & The Seattle Art Museum

The 2&U team has met and will continue to meet with Benaroya Hall and The SAM to identify ways that the neighboring community in this downtown core can work together.

## 4 Sustainable Values Workshops

The 2&U team is committed to providing sustainable values that relate to personal principles of the project, the surrounding community and internal team. The team has held and will continue to hold multiple sessions to refine and reflect these principles throughout the building's design and construction.

## 5 Engagement with The Downtown Seattle Association

The 2&U team will remain involved with helping the Downtown Seattle Association's retail program goals for the downtown retail core.

## 6 Engagement with Downtown Seattle Families

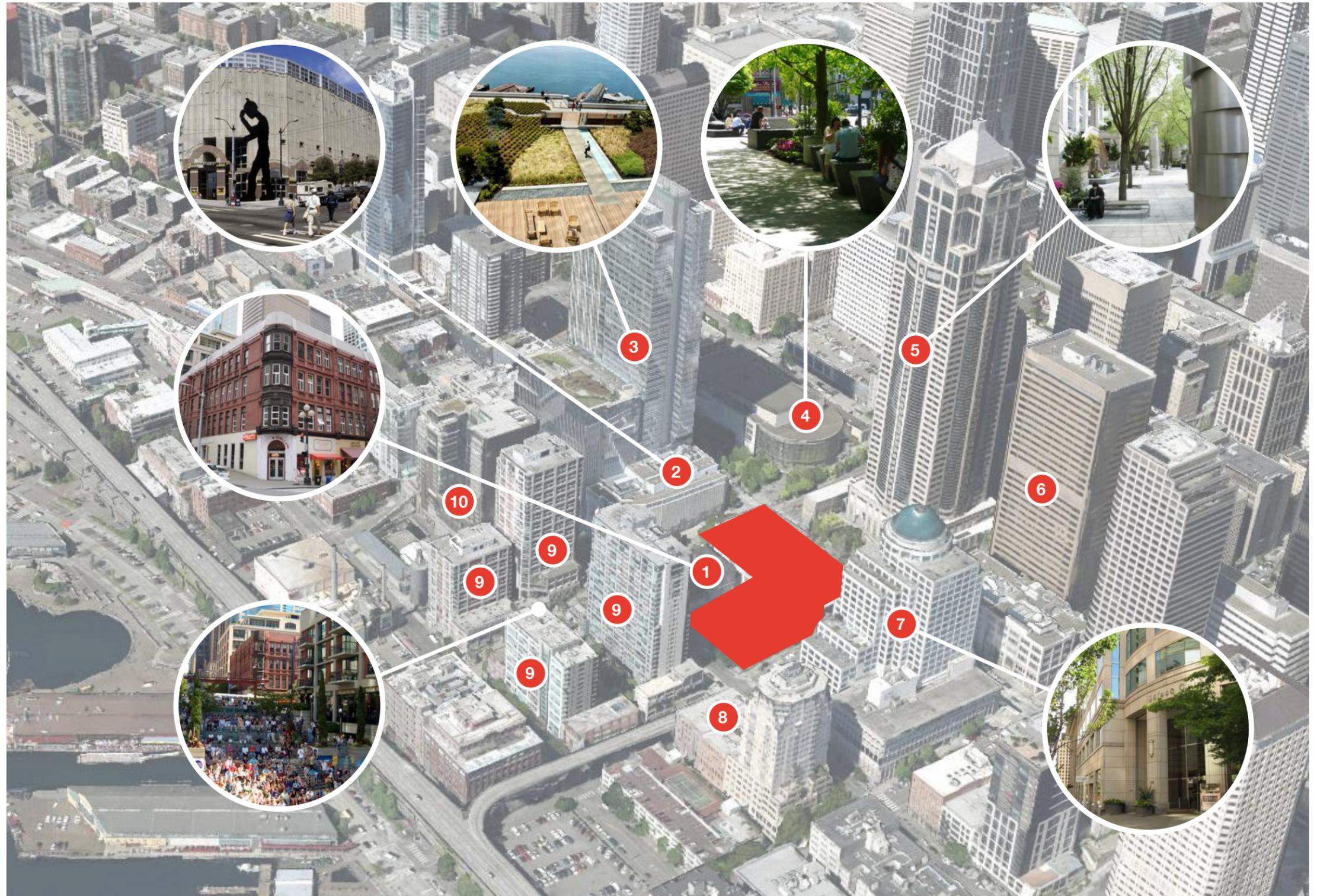
Multiple meetings and conversations to understand concerns and needs of the Downtown Seattle Families organization.

## 7 Vision of the Future - Youth Art Competition

We partnered with local Boys & Girls Clubs in an art competition - "What Will Seattle Look Like in 2035?". Their one-of-a-kind art was displayed at the open community workshop and three winners were rewarded for their remarkable creativity.



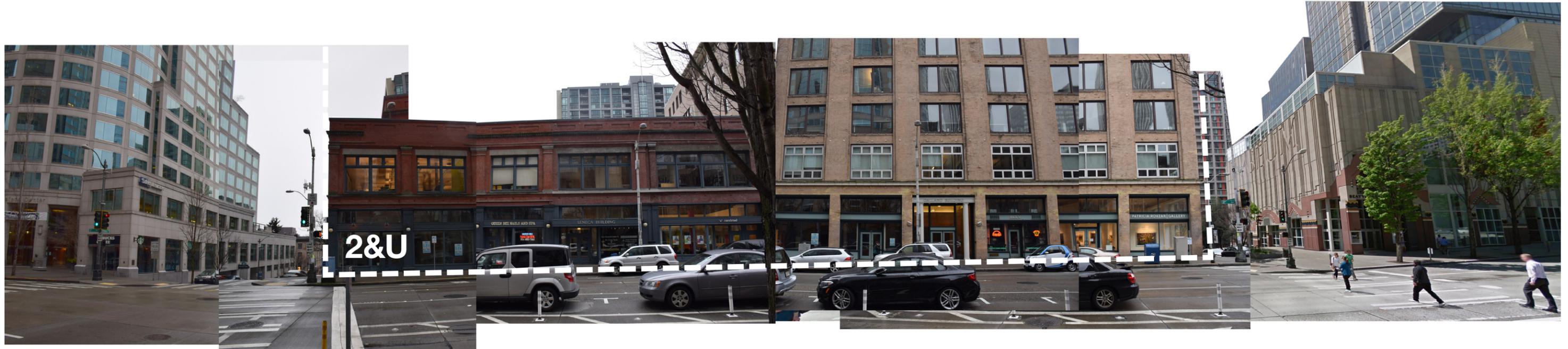
# Urban Design Context / Site Overview



- 1 The Diller**  
Height: 4 Stories
- 2 Seattle Art Museum**  
Height: 92'-0"
- 3 Russell Investments Center**  
Height: 598'-0"
- 4 Benaroya Hall**  
Height: 76'-0"
- 5 1201 Third**  
Height: 772'-0"
- 6 1111 Third**  
Height: 454'-0"
- 7 Second & Seneca**  
Height: 315'-0"
- 8 1st & Seneca**  
Height: 5 Stories
- 9 Harbor Steps Apartments**  
Height: Varies
- 10 Four Seasons Hotel & Residences**  
Height: 240'-0"



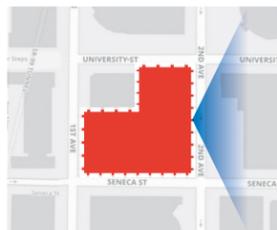
# Urban Design Context / 2nd Avenue Streetscape



View to Site - 2nd Ave



View from Site - 2nd Ave



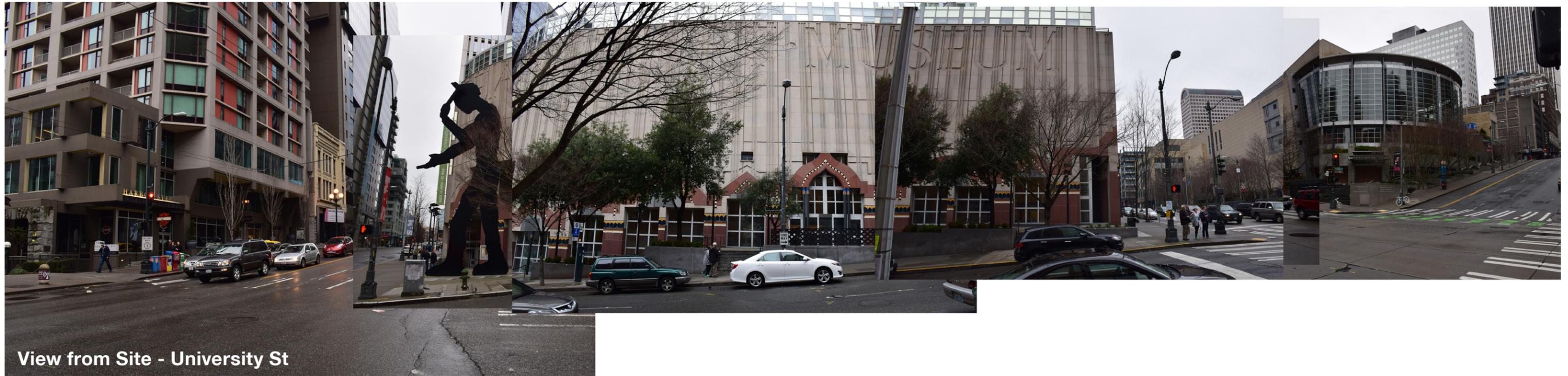
Top Image: View to Site

Bottom Image: View from Site

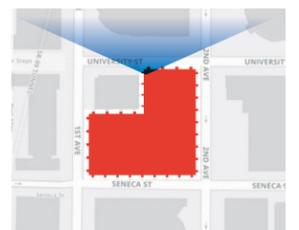
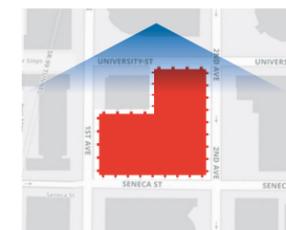
# Urban Design Context / University Street Streetscape



View to Site - University St



View from Site - University St



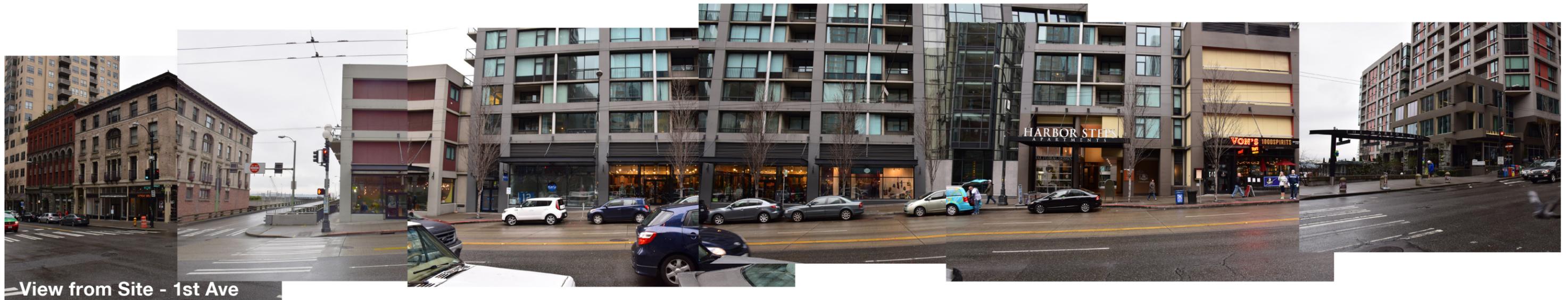
Top Image: View to Site

Bottom: View from Site

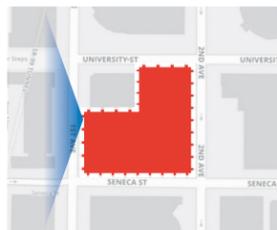
# Urban Design Context / 1st Avenue Streetscape



View to Site - 1st Ave



View from Site - 1st Ave



Top Image: View to Site

Bottom Image: View from Site

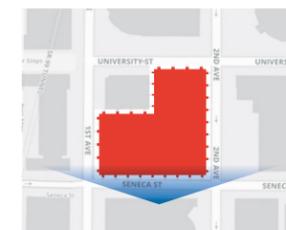
# Urban Design Context / Seneca Street Streetscape



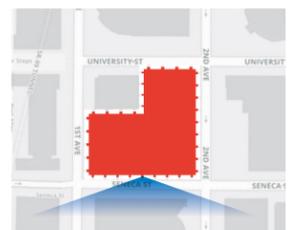
View to Site - Seneca St



View from Site - Seneca St



Top Image: View to Site



Bottom: View from Site

# Urban Design Context / Existing Alley Conditions

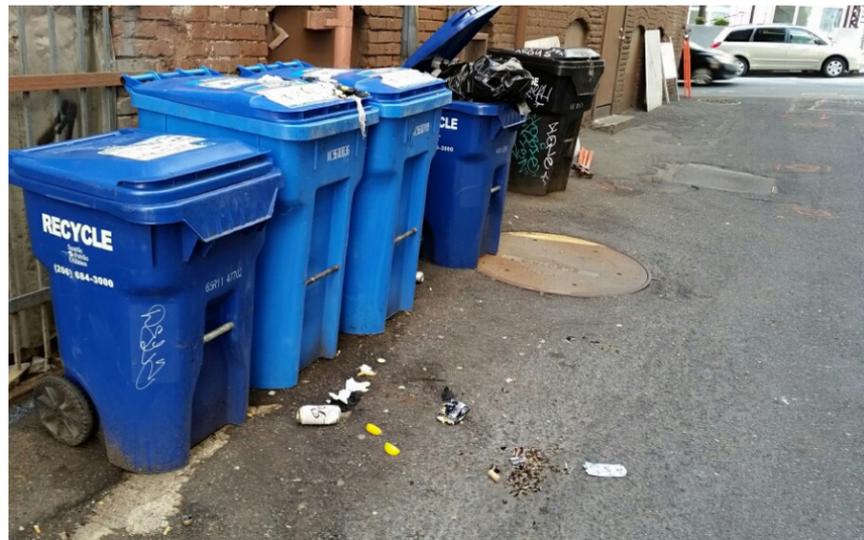
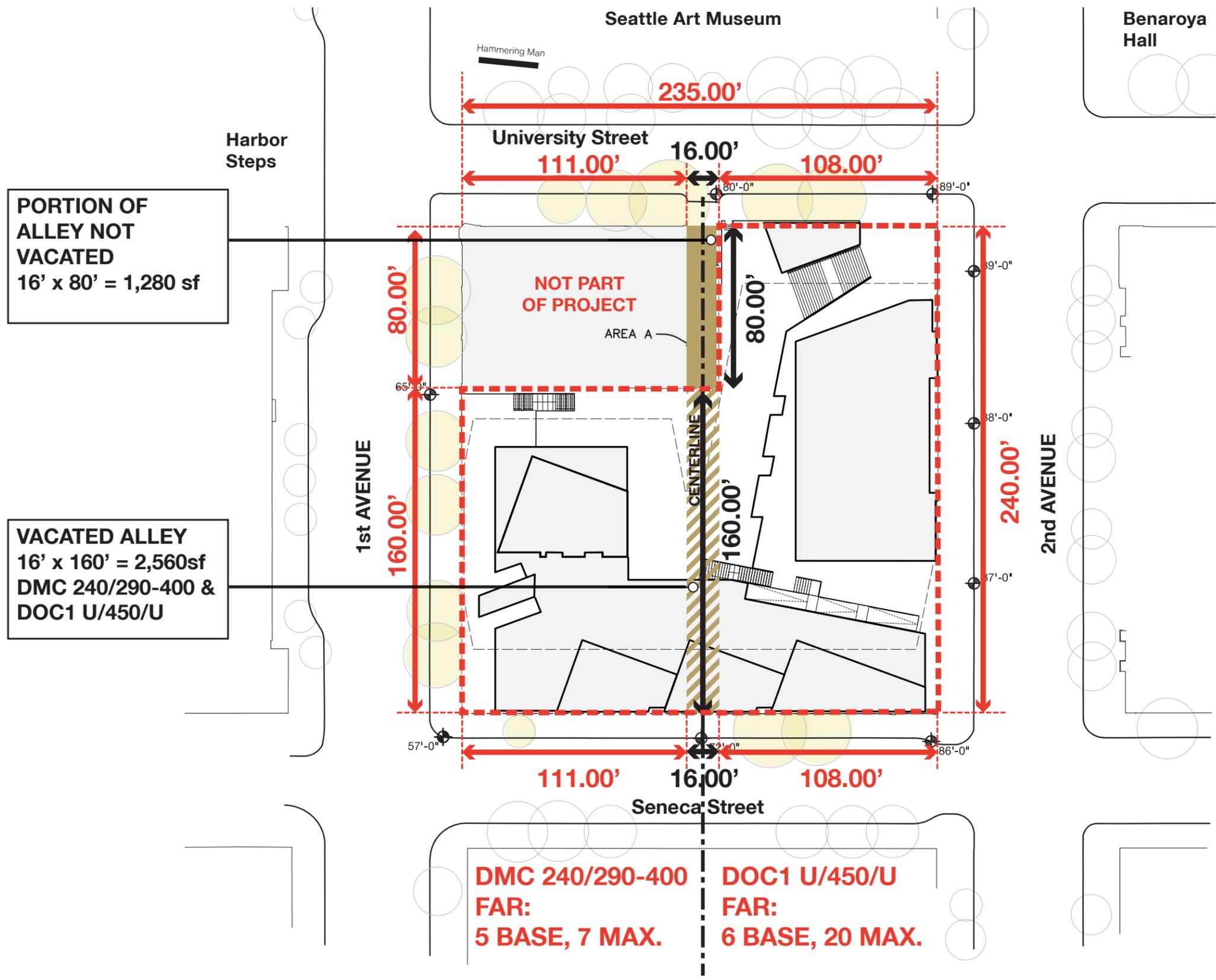


Image:  
Alley View Facing North



Image:  
Alley View Facing South

# Urban Design Context / Proposed Alley Vacation



**PORCION OF ALLEY NOT VACATED**  
 16' x 80' = 1,280 sf

**VACATED ALLEY**  
 16' x 160' = 2,560sf  
 DMC 240/290-400 &  
 DOC1 U/450/U

-  Existing Alley to be Vacated
-  Existing Alley to Remain
-  Proposed Site Footprint



# Urban Design Context / Existing Alley Network

1/3 OF ALLEY TO REMAIN WITH NEW HAMMERHEAD TURNAROUND EASEMENT

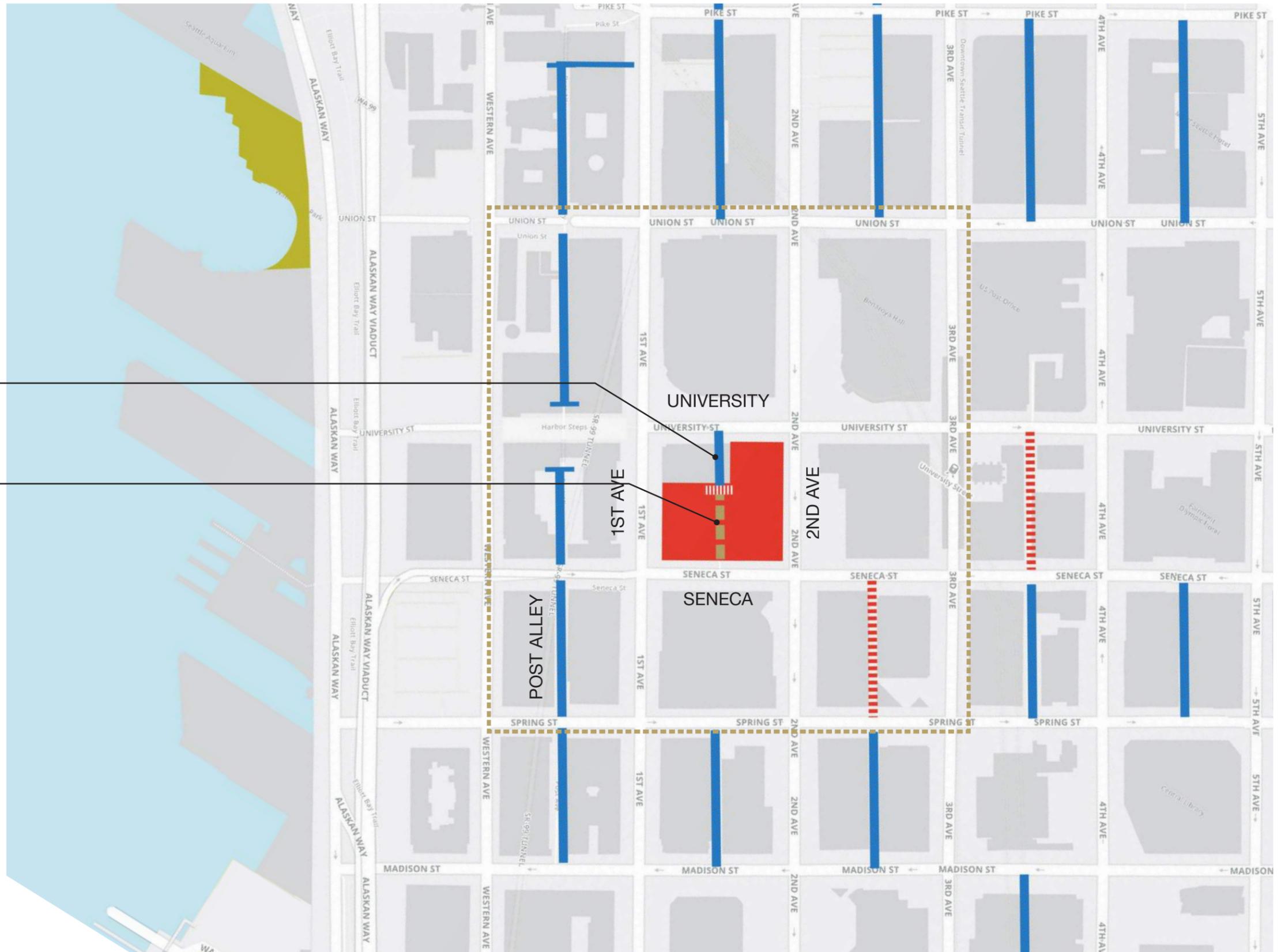
2/3 OF ALLEY TO BE VACATED

Proposed Alley Vacation

Existing Alley

Private Alley

Nine Block Zone

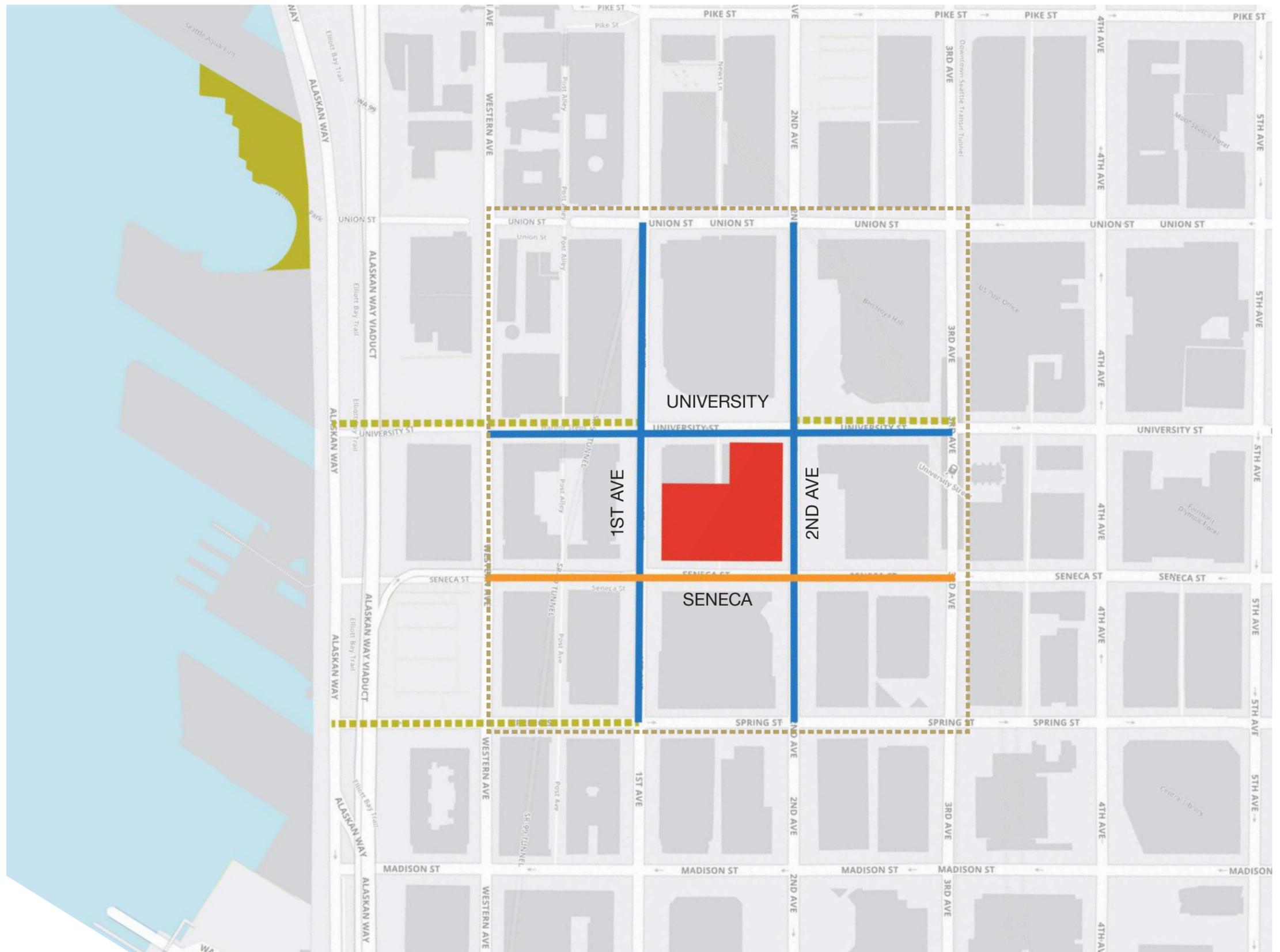




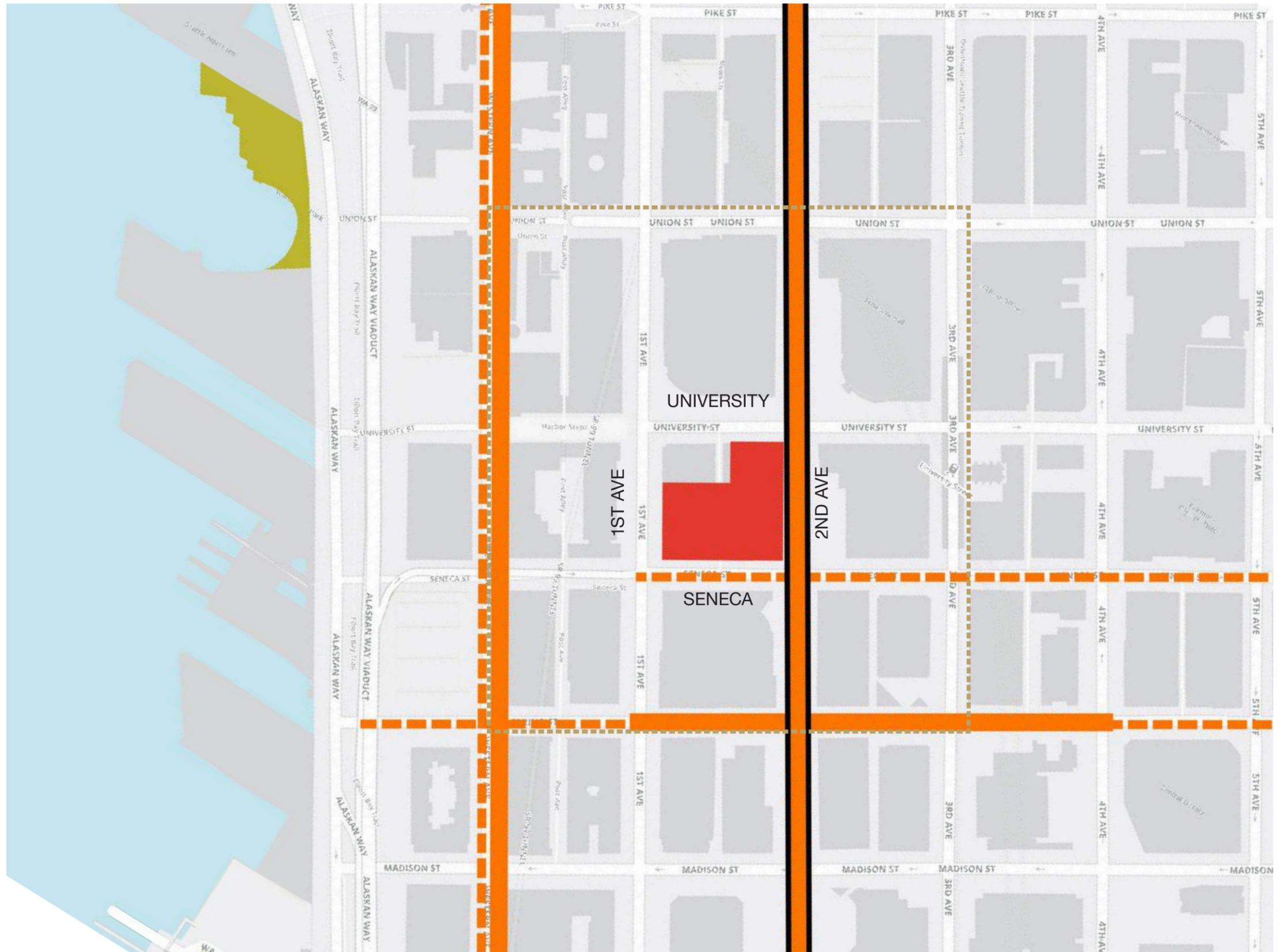
# Urban Design Context / Street Classifications

-  Pedestrian Street Class I
-  Pedestrian Street Class II
-  Green Street

 Nine Block Zone



# Urban Design Context / Cycling Network



-  Bicycle Lane
-  Cycle Track
-  Sharrows

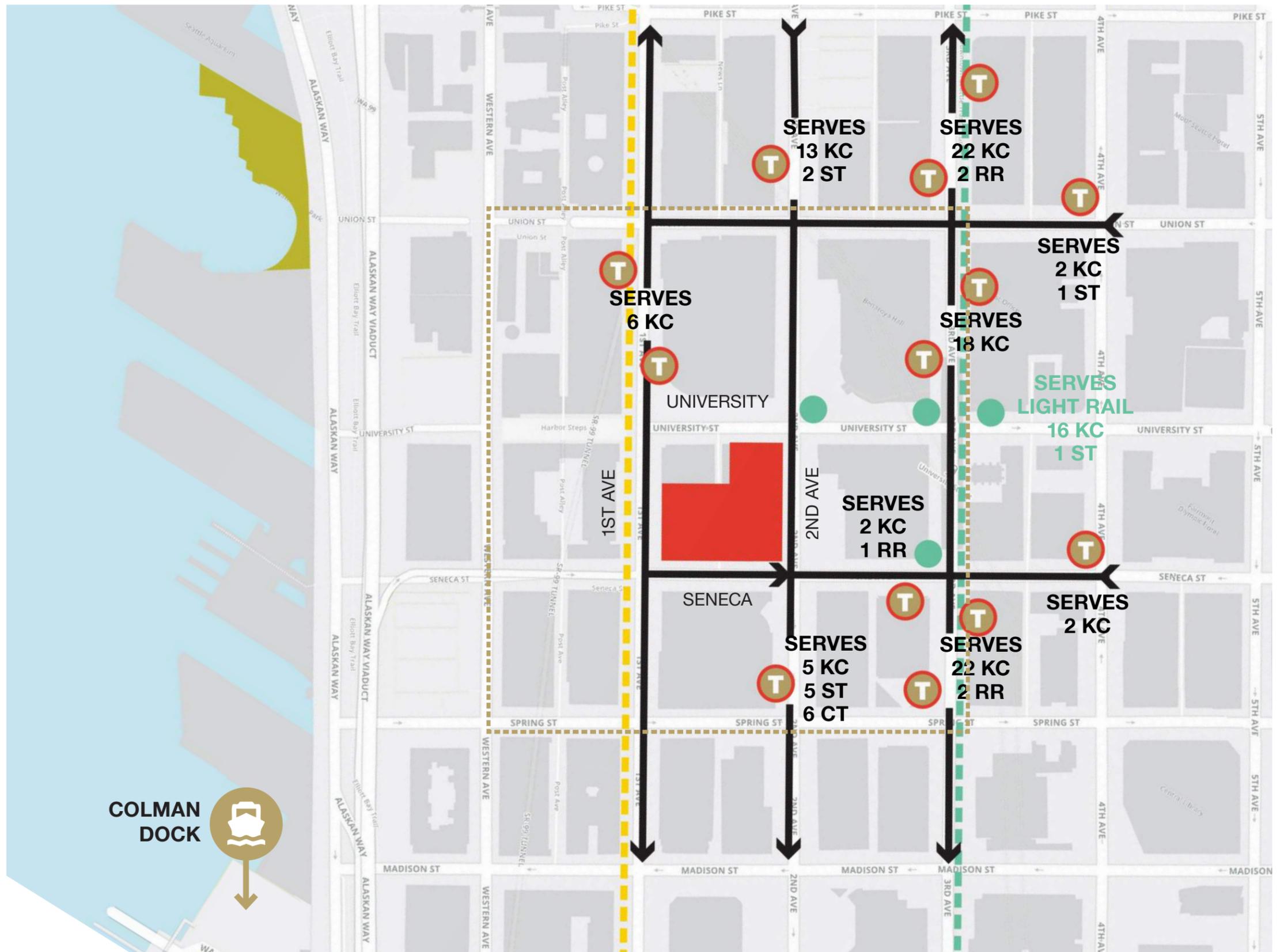
 Nine Block Zone



# Urban Design Context / Neighborhood Transit

- KC** King County Routes
- RR** Rapid Ride
- ST** Sound Transit routes
- CT** Community Transit Routes
-  Transit (Bus) Stop
-  Access to Transit Tunnel
-  Transit (Bus) Travel Routes
-  Transit Tunnel
-  Future Streetcar

Nine Block Zone



# Urban Design Context / Anticipated Pedestrian Flows



 Attraction

 Peak Hour Pedestrian Flows

 Nine Block Zone



# Urban Design Context / Future Vehicular Access

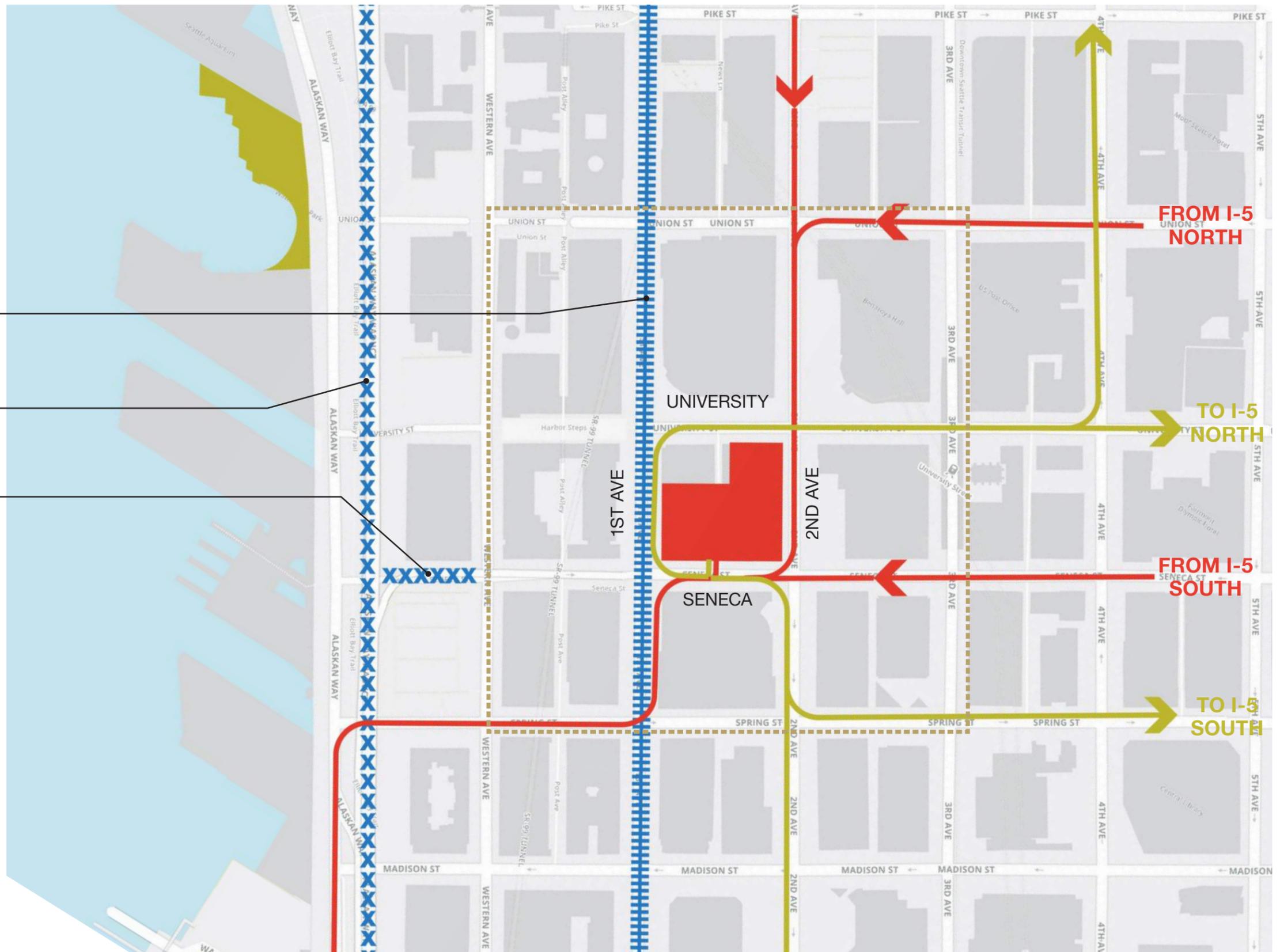
1ST AVENUE REDUCES TO ONE LANE EACH DIRECTION

ALASKAN WAY VIADUCT TO BE DEMOLISHED

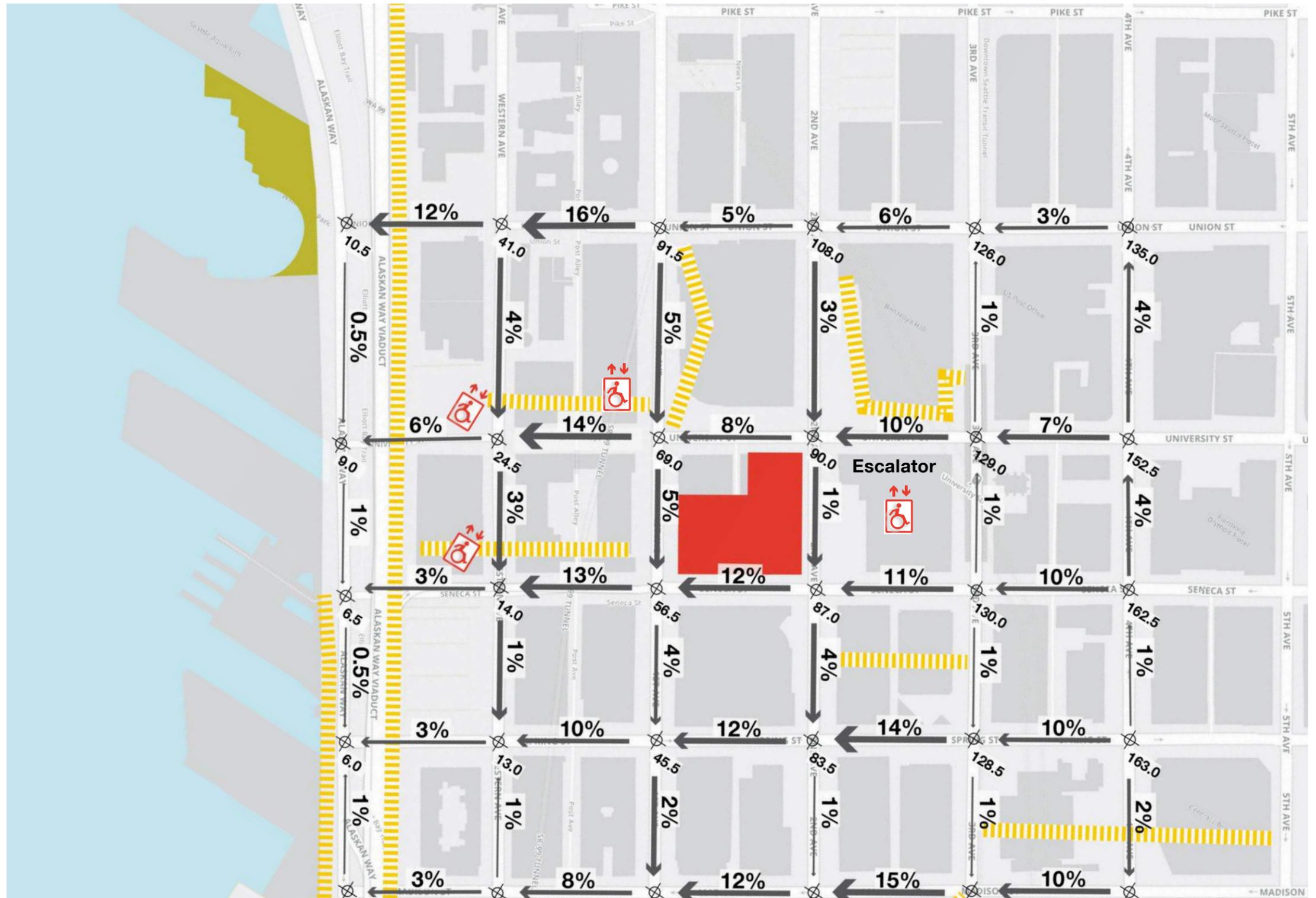
SENECA STREET RAMPS TO BE DEMOLISHED

-  Vehicular Entry Path
-  Vehicular Exit Path
-  Future Streetcar
-  To Be Demolished

Nine Block Zone



# Urban Design Context / Site Slope

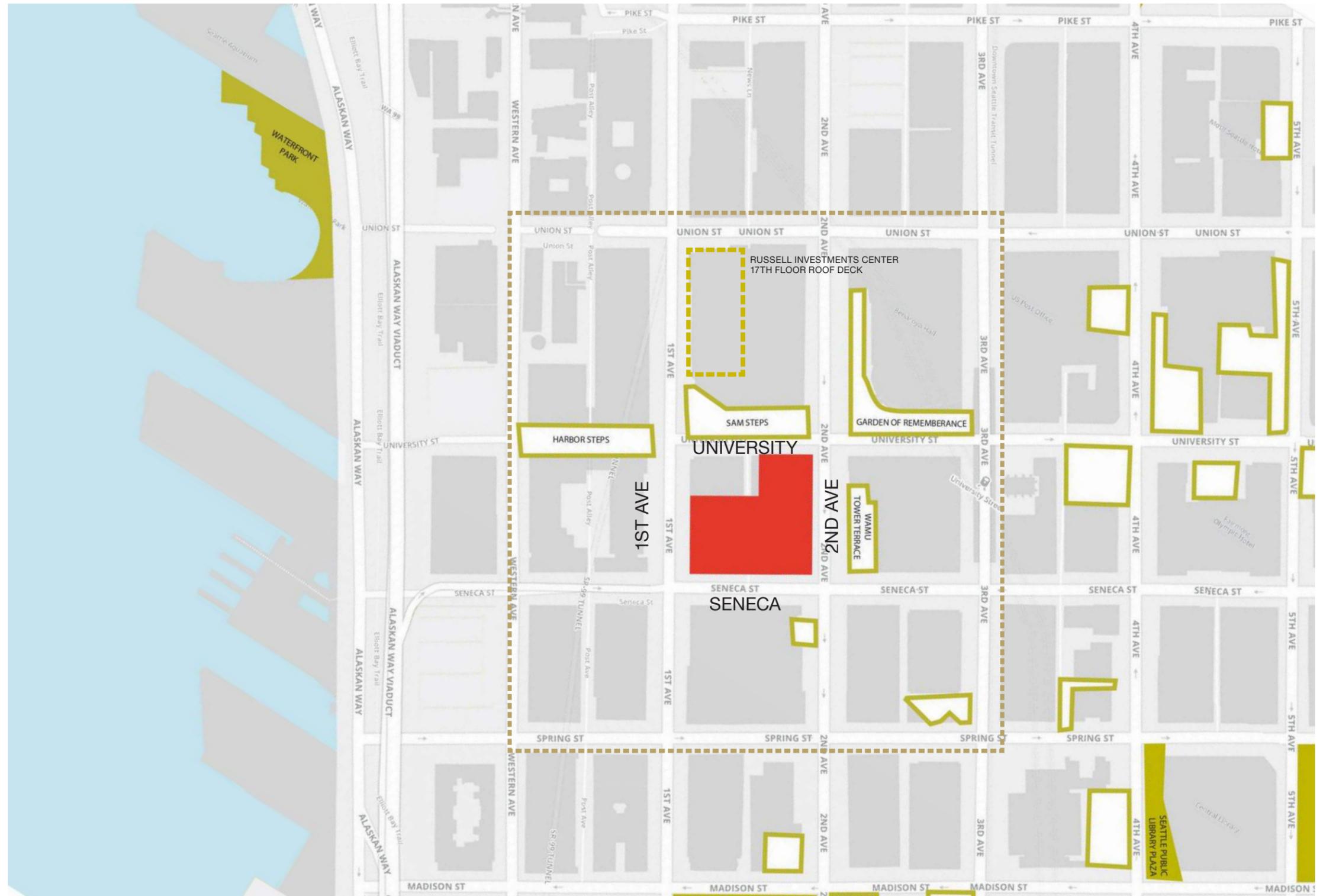


-  **Direction of Slope**
-  **Accessible Elevator**
-  **ADA Access**

 **Nine Block Zone**



# Urban Design Context / Open Space



● Public Open Space

○ Publicly Accessible Privately Owned Open Space

▭ Nine Block Zone



## Project Overview

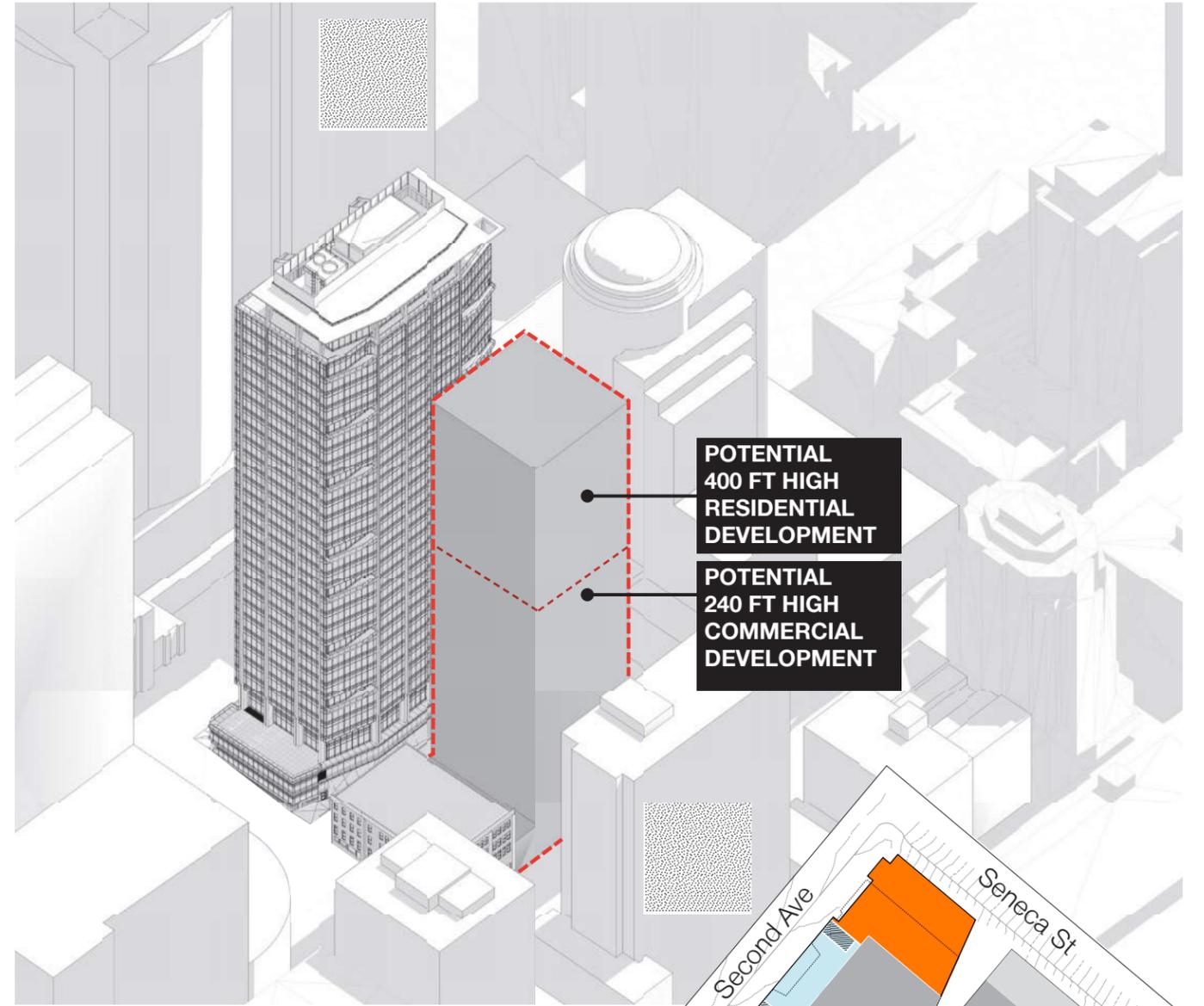
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1. Massing/Aerial City View
2. Plans
2. Elevations
3. Axonometrics
4. Perspectives

**STRATEGY 1: NO ALLEY VACATION OPTION**

**3 Site Strategies Considered by Team:**

- 1 No Alley Vacation.**  
Commercial Office Tower on 2nd Ave.  
400 ft Residential Tower on 1st Ave.  
No Public Space created.  
Reference MUP 3019178.
- 2 Partial Alley Vacation.**  
Typical Market Development.  
L-shaped Office Tower with 2nd & 1st Ave entries.  
Ground level Lobbies, Retail, Parking & Service.  
No Public Space Created.
- 3 Partial Alley Vacation.**  
Lifted Office Tower.  
Publicly Accessible Space created with  
Mid-block Plaza & Through-block Passages  
Reference MUP 3019177.



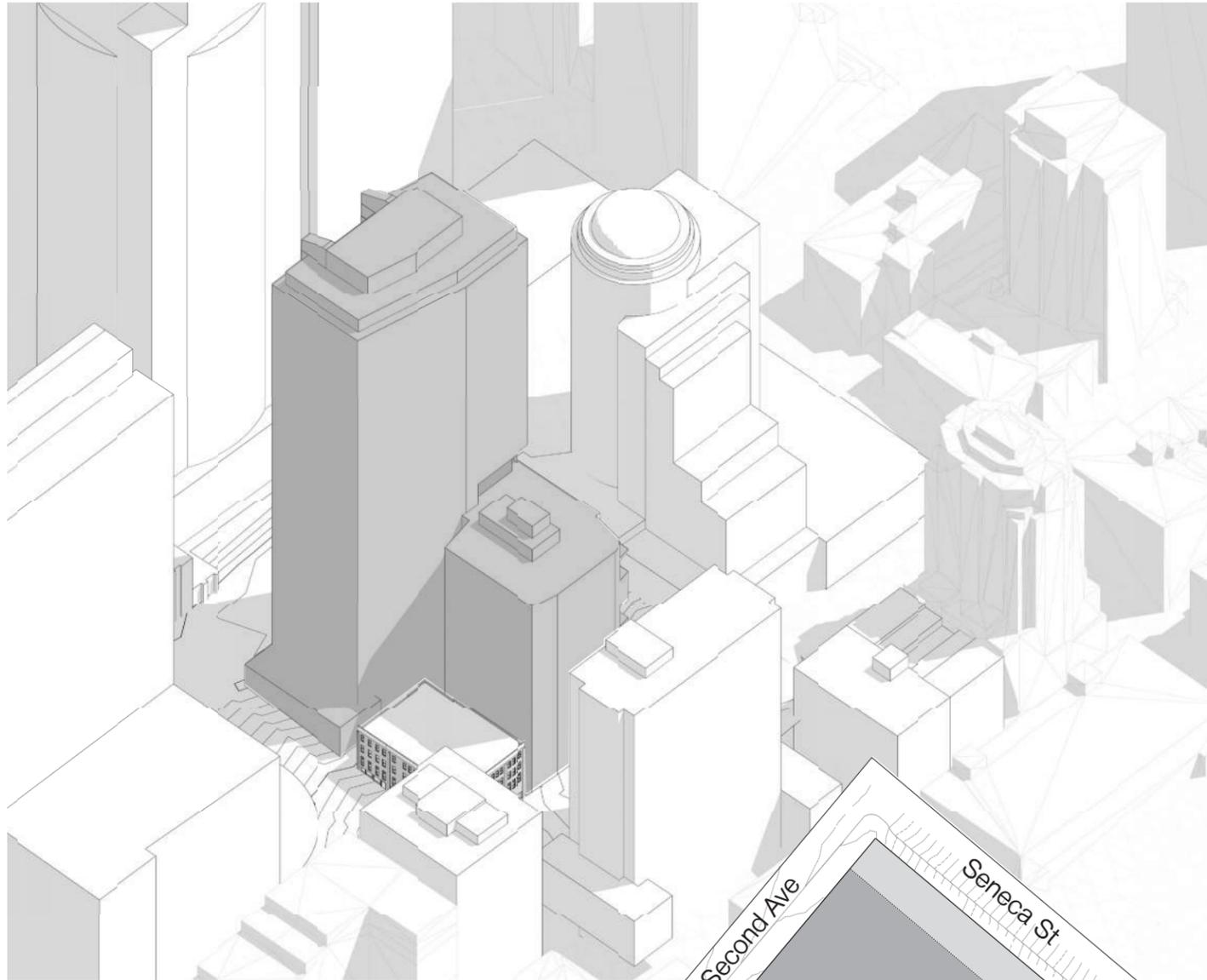
- Site Strategy 1:**
- No Alley Vacation.
  - No Public Space created.

**3D View from Northwest & Site Plan**



Scheme Comparison / Massing: No Alley Vacation and 2/3 Alley Vacation Massing Options

STRATEGY 2: TYPICAL MARKET DEVELOPMENT



Site Strategy 2:

- Partial Alley Vacation.
- No Public Space created.

3D View from Northwest & Site Plan



STRATEGY 3: 2/3 ALLEY VACATION PROPOSAL INCLUDING LIFT



Site Strategy 3:

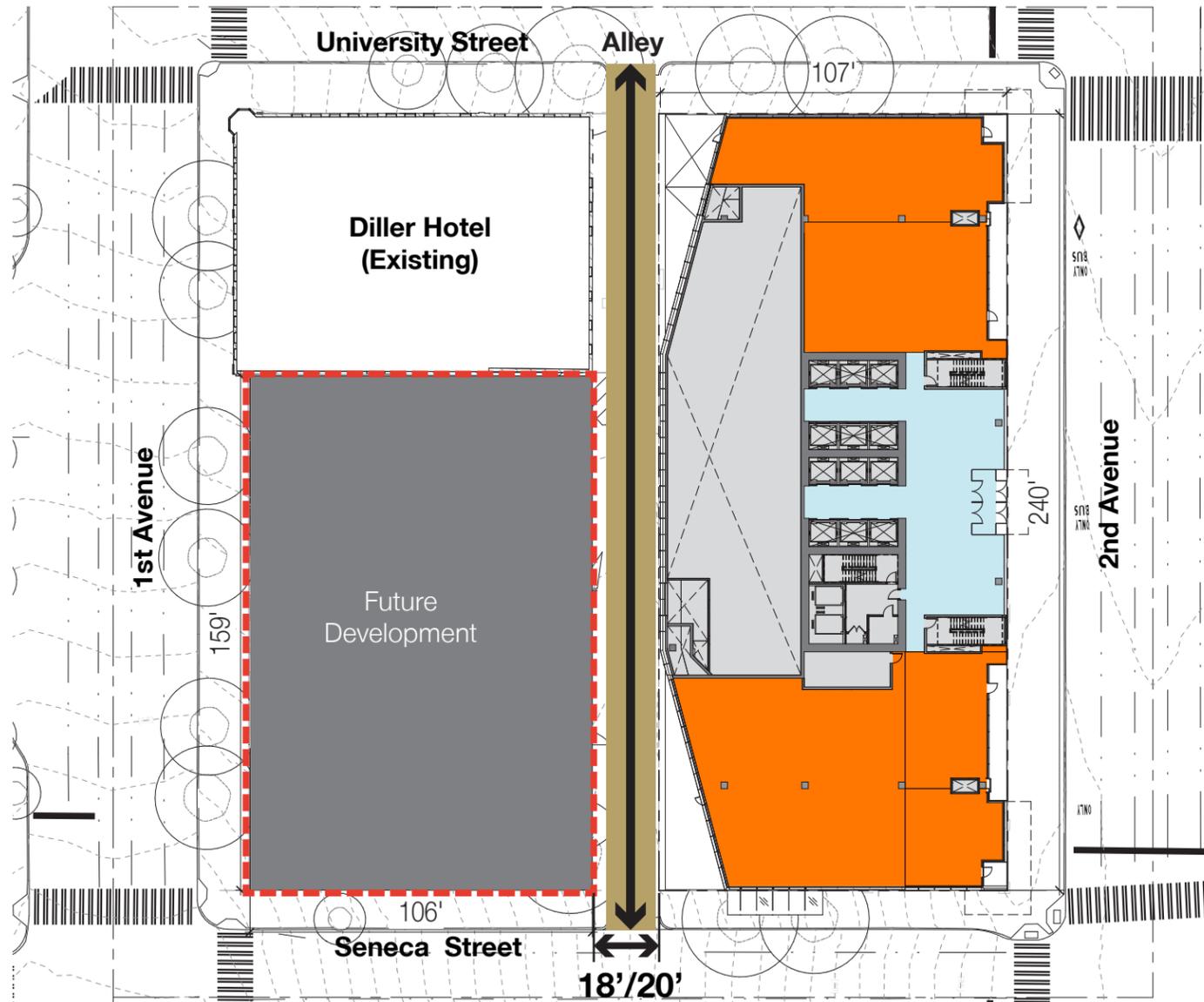
- Partial Alley Vacation.
- Tower Lifted above ground plane.
- Publicly Accessible Space created at mid-block plaza and through-block passages.

3D View from Northwest & Site Plan



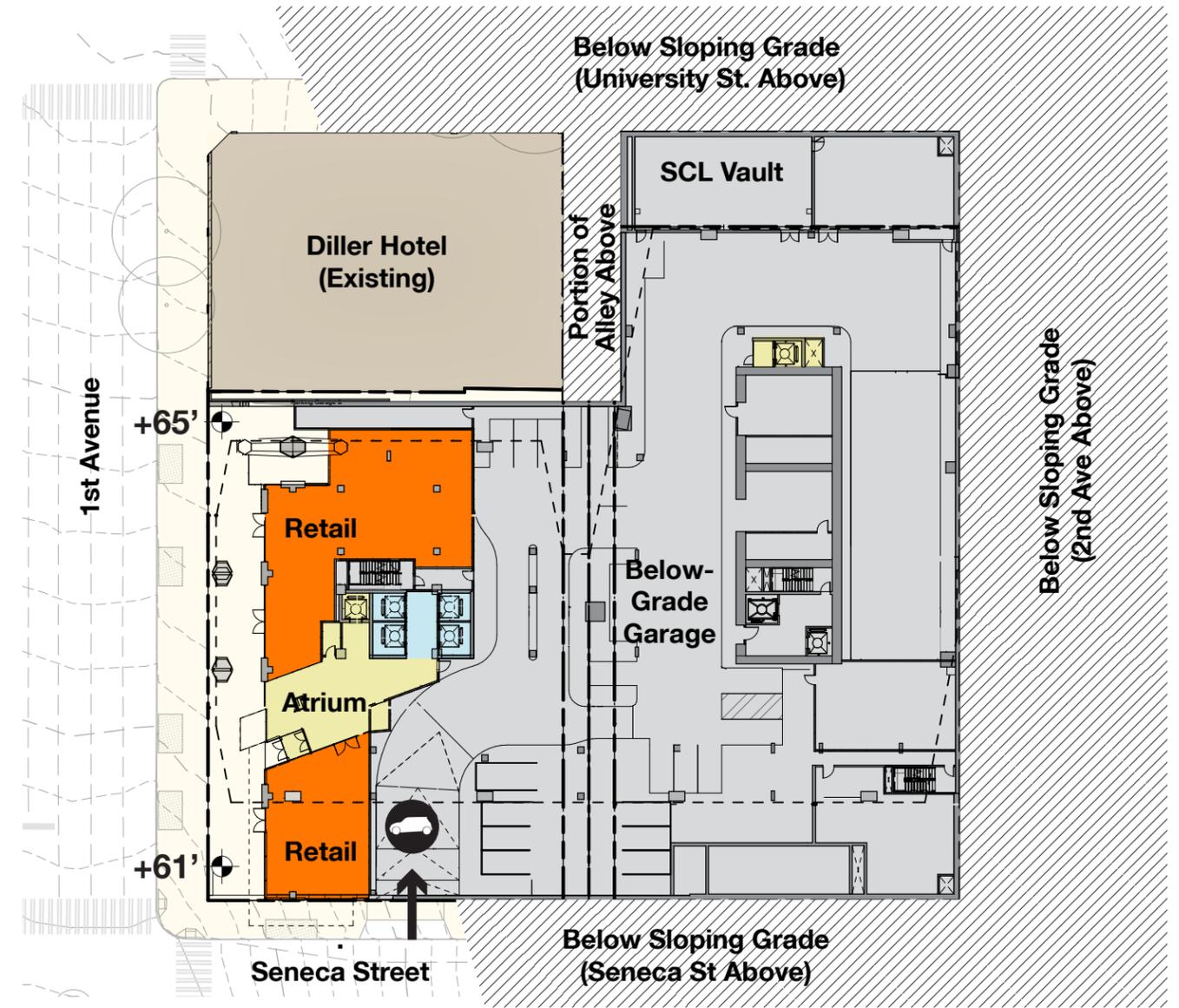
# Scheme Comparison / Ground Level Plans - No Alley Vacation and 2/3 Alley Vacation

## COMPARISON: NO ALLEY VACATION OPTION



Non-Vacation Option Site Plan

## 2/3 ALLEY VACATION PROPOSAL WITH LIFT



Alley Vacation Site Plan Shown at 1st Ave Level

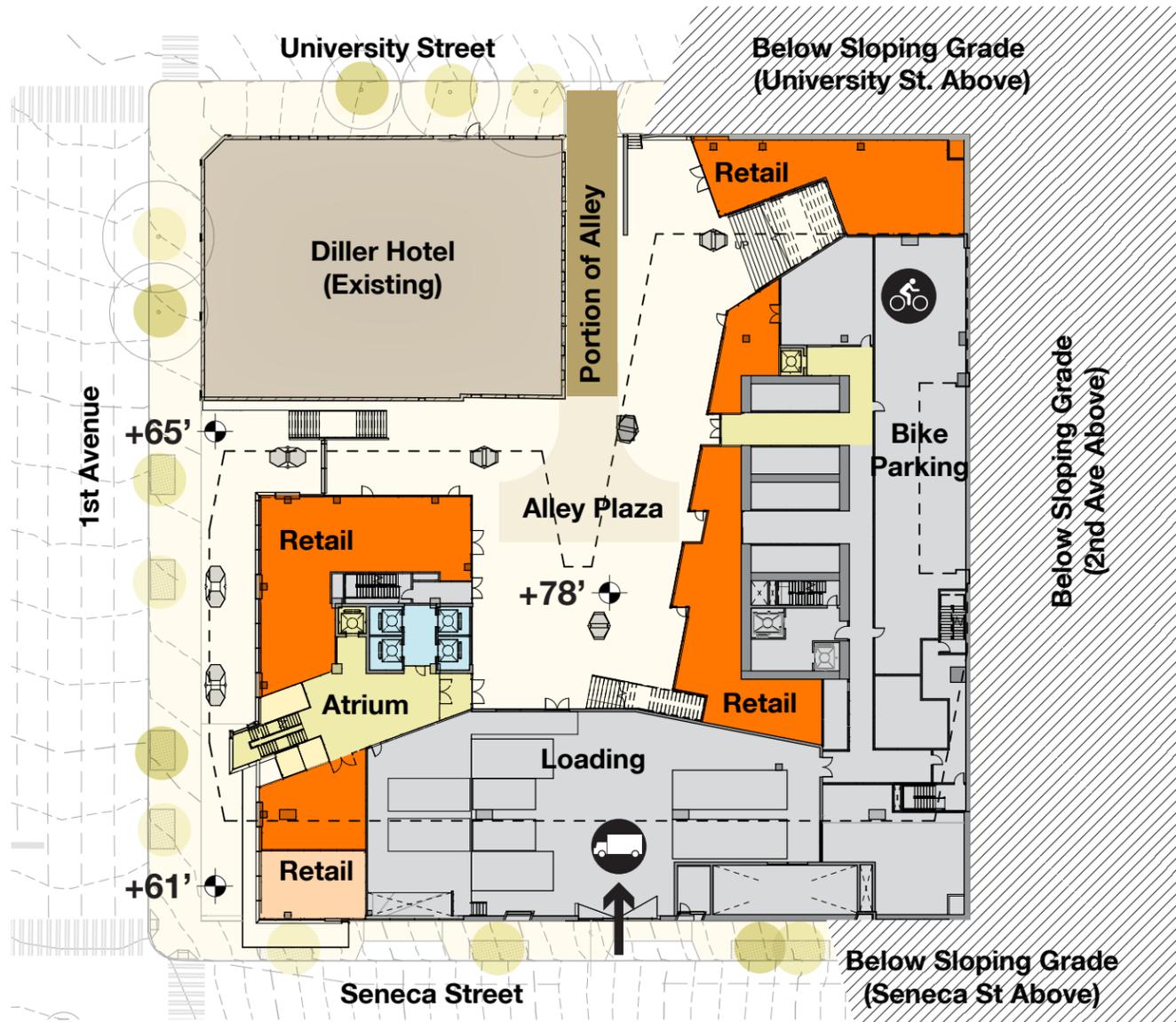
### Legend:

- Existing Alley to Remain
- Retail
- Office Lobby
- Service / Back of House

### Legend:

- Office Lobby
- Retail
- Public Atrium
- Service / Back of House
- Retail Open to Below

2/3 ALLEY VACATION PROPOSAL WITH LIFT



Alley Vacation Site Plan Shown at Mid-block Plaza Level



Alley Vacation Site Plan Shown at 2nd Avenue and Roof Terrace Level



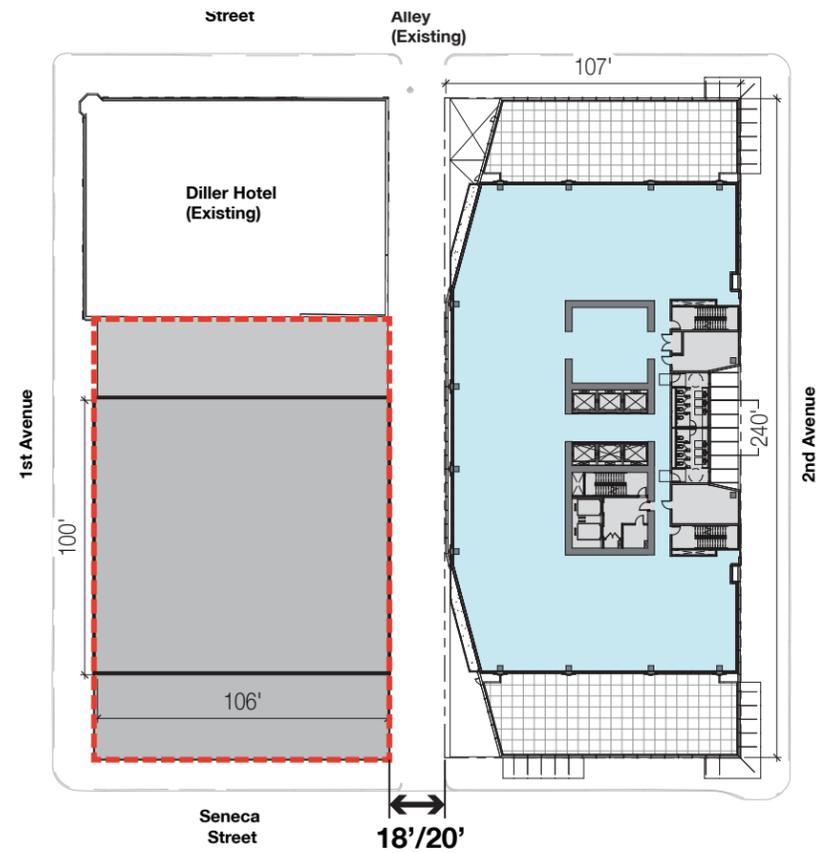
Legend:

- Public Atrium
- Roof Terrace
- Bike Storage / Showers
- Vehicle / Service Entry
- Office Lobby
- Retail
- Parking
- Existing Alley with Improvements
- Service / Back of House
- Open to Double-height Retail Below
- Loading
- Unexcavated / Below sloping grade

# Scheme Comparison / Tower Plans - No Alley Vacation and 2/3 Alley Vacation

## COMPARISON: NO ALLEY VACATION OPTION

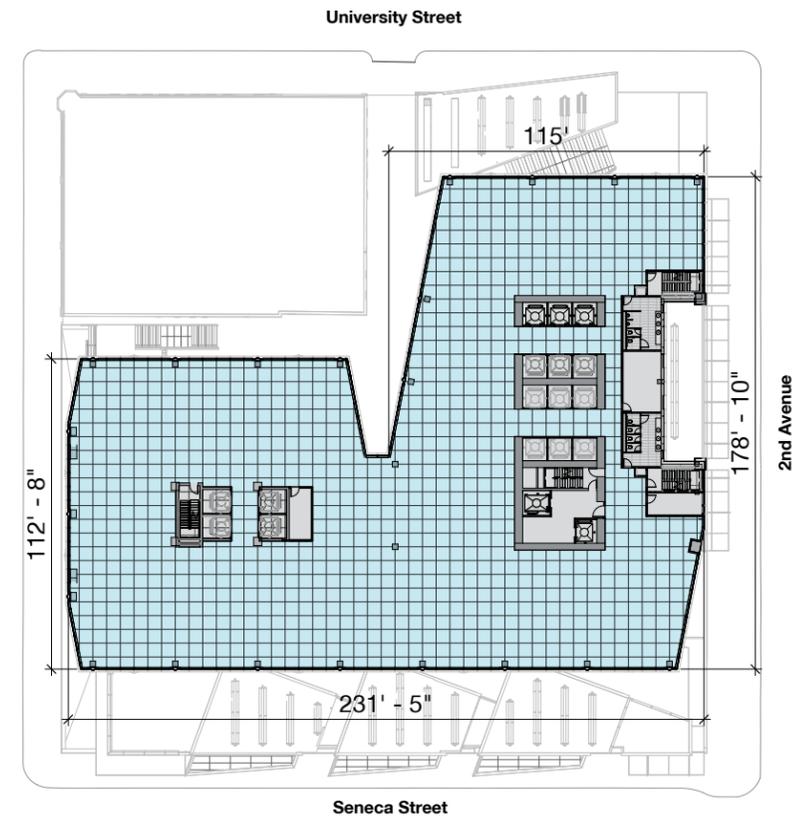
## 2/3 ALLEY VACATION PROPOSAL WITH LIFT



- Office Lobby
- Service / Back of House



Typical Tower Plan including Future Residential Footprint



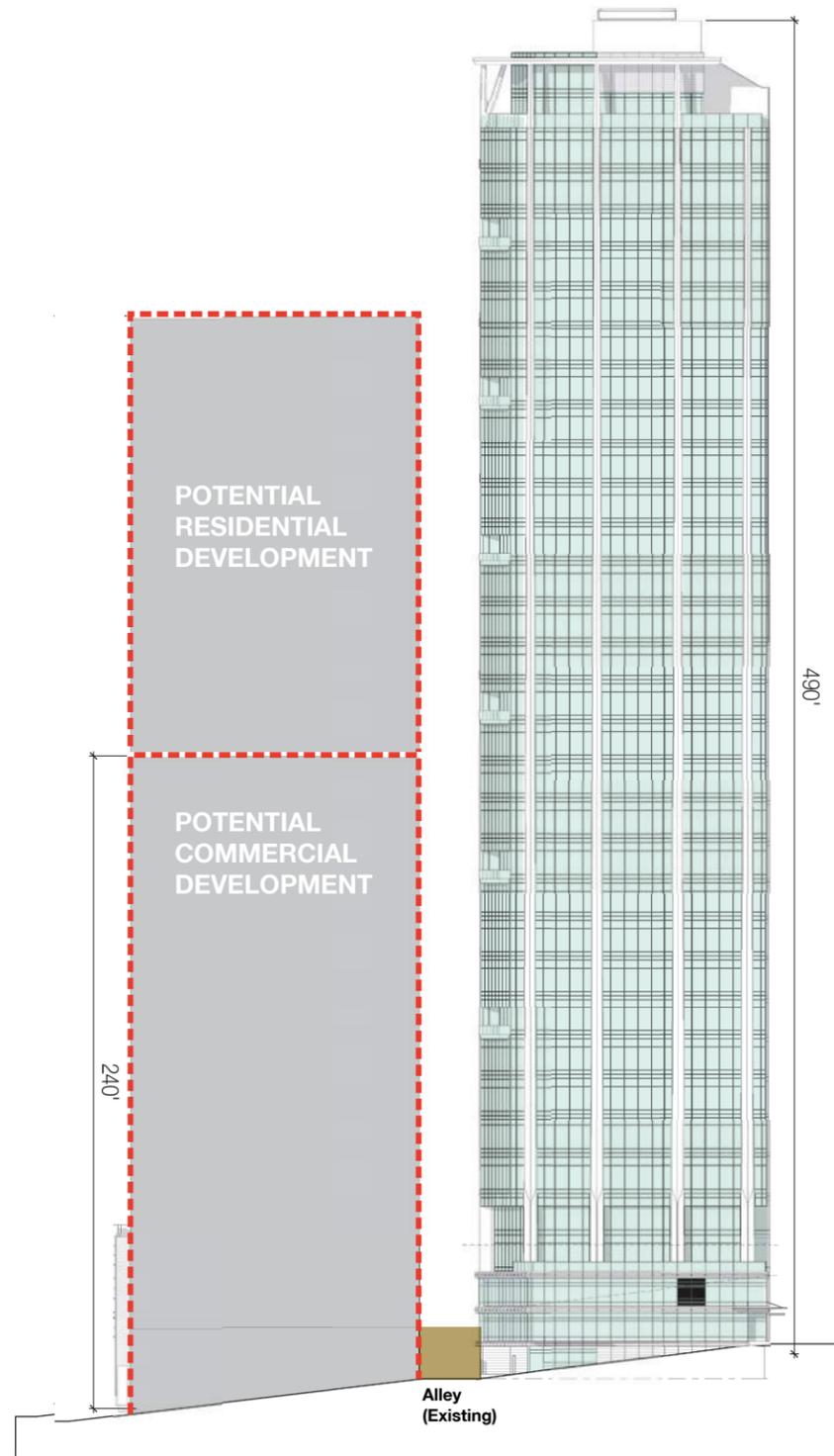
- Office Lobby
- Service / Back of House



Typical Low Rise Plan

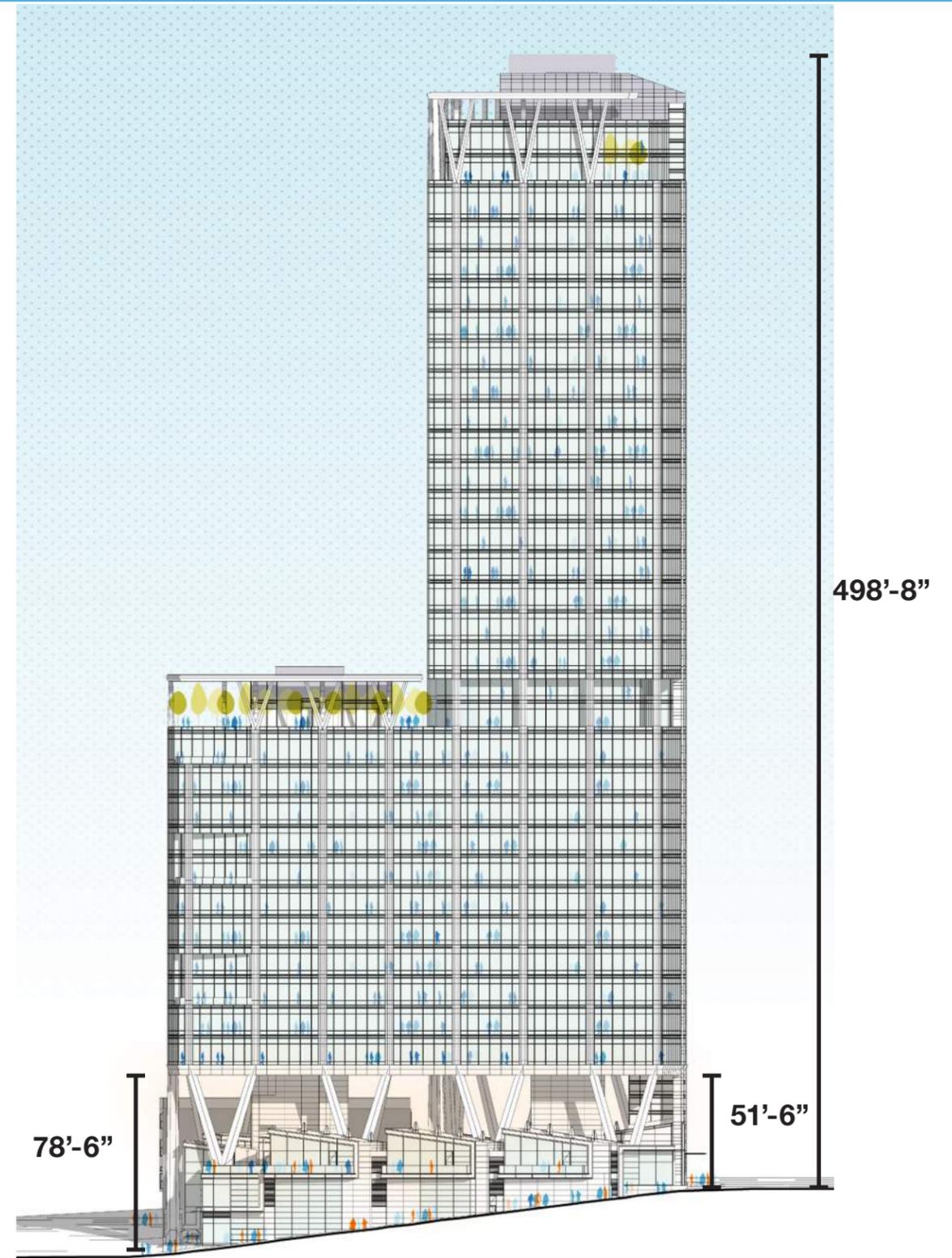
# Scheme Comparison / Seneca St. Elevation - No Alley Vacation and 2/3 Alley Vacation

## COMPARISON: NO ALLEY VACATION OPTION



South Elevation (Seneca Street)

## 2/3 ALLEY VACATION PROPOSAL WITH LIFT



South Elevation (Seneca Street)

Scheme Comparison / 2/3 Alley Vacation Scheme, Aerial View



Scheme Comparison / 2/3 Alley Vacation Scheme, View from Waterfront



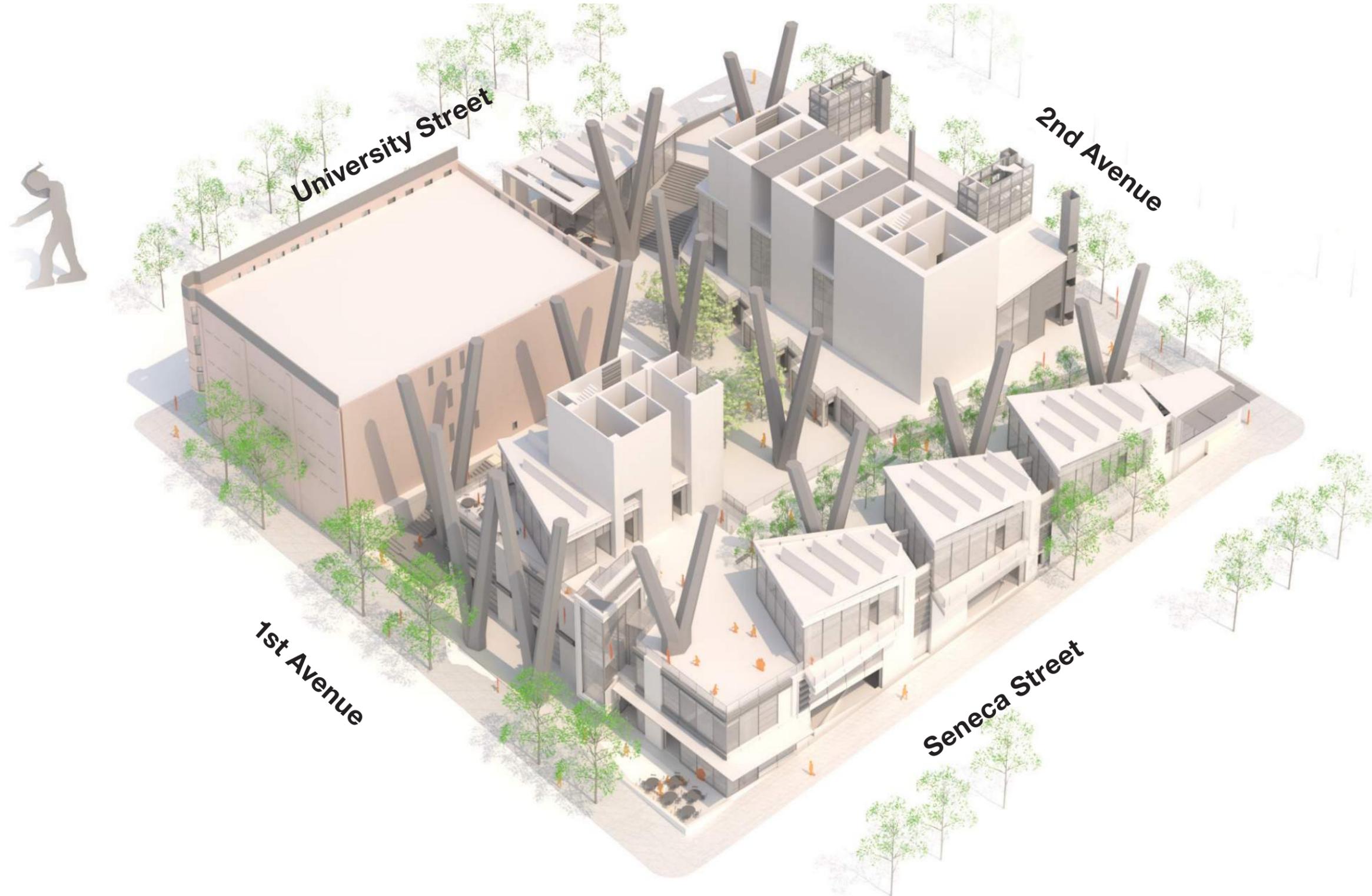
Scheme Comparison / Axonometric of Urban Village (without tower above)

2/3 ALLEY VACATION PROPOSAL WITH LIFT



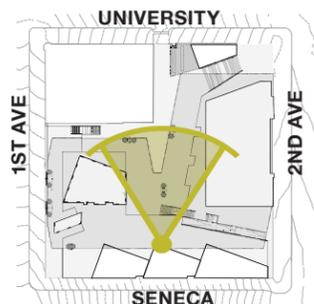
Scheme Comparison / Axonometric of Urban Village (without tower above)

2/3 ALLEY VACATION PROPOSAL WITH LIFT



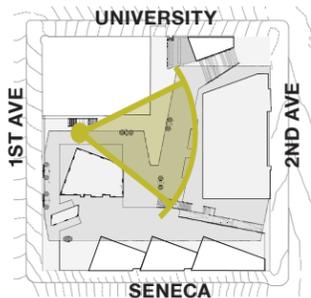
# Scheme Comparison / Perspective View of Urban Village Plaza

## 2/3 ALLEY VACATION PROPOSAL WITH LIFT



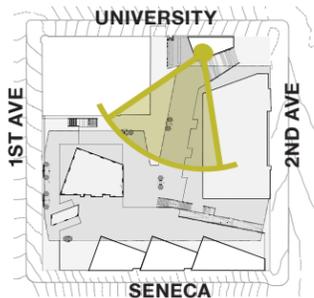
# Scheme Comparison / Perspective View of Urban Village Plaza

## 2/3 ALLEY VACATION PROPOSAL WITH LIFT



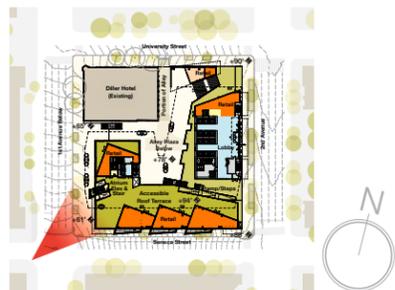
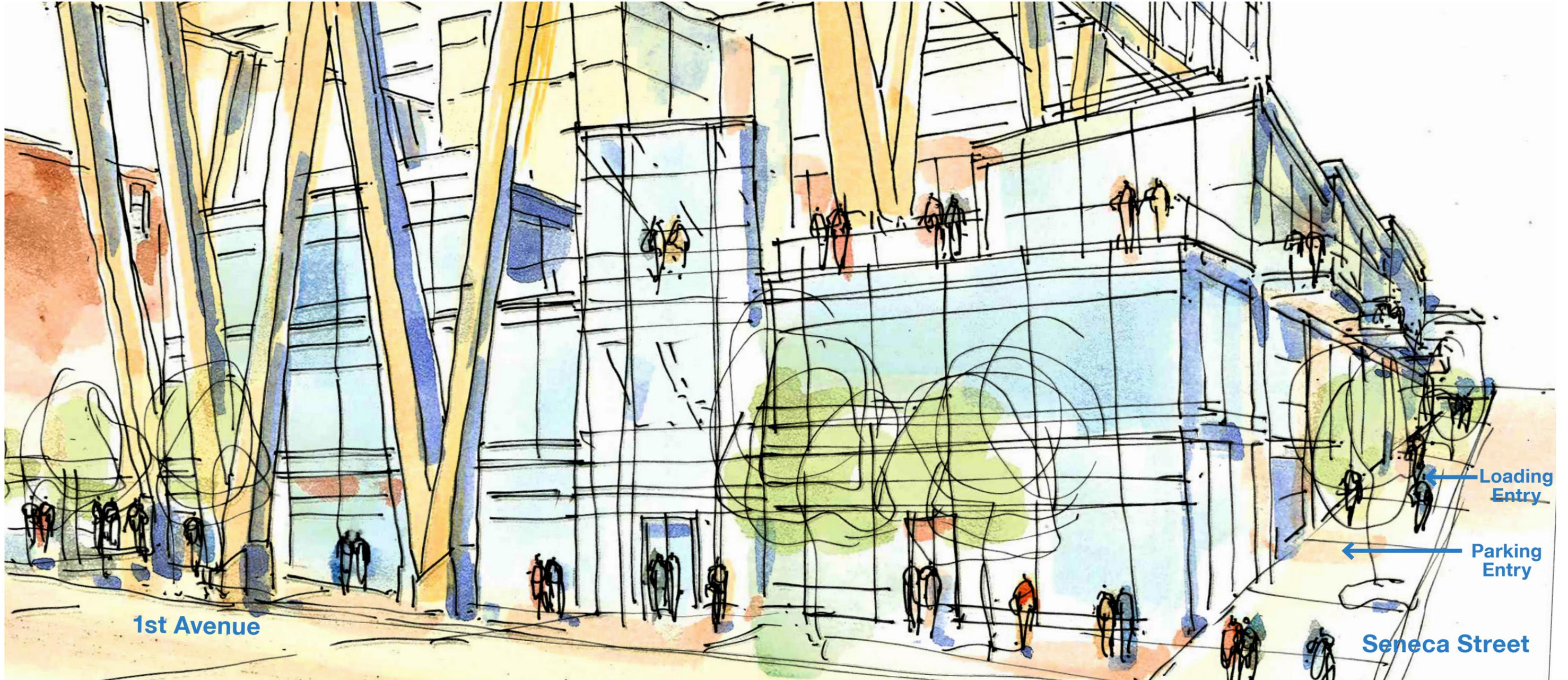
# Scheme Comparison / Perspective View of Urban Village Plaza

2/3 ALLEY VACATION PROPOSAL WITH LIFT



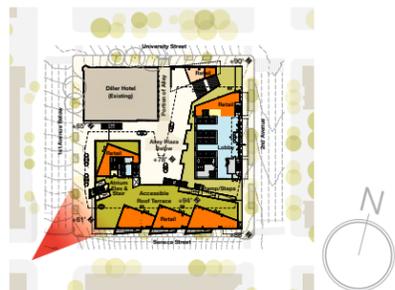
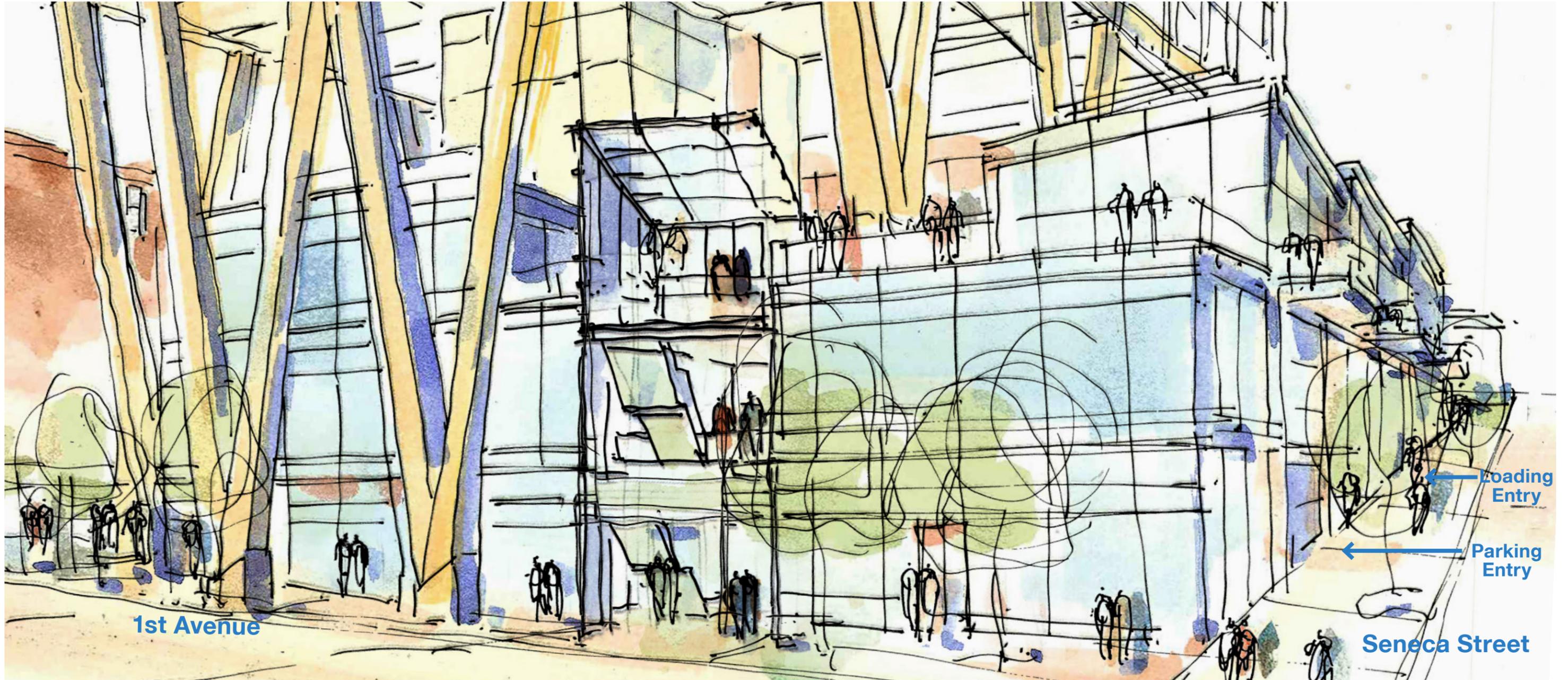
# Scheme Comparison / Street Level Perspective

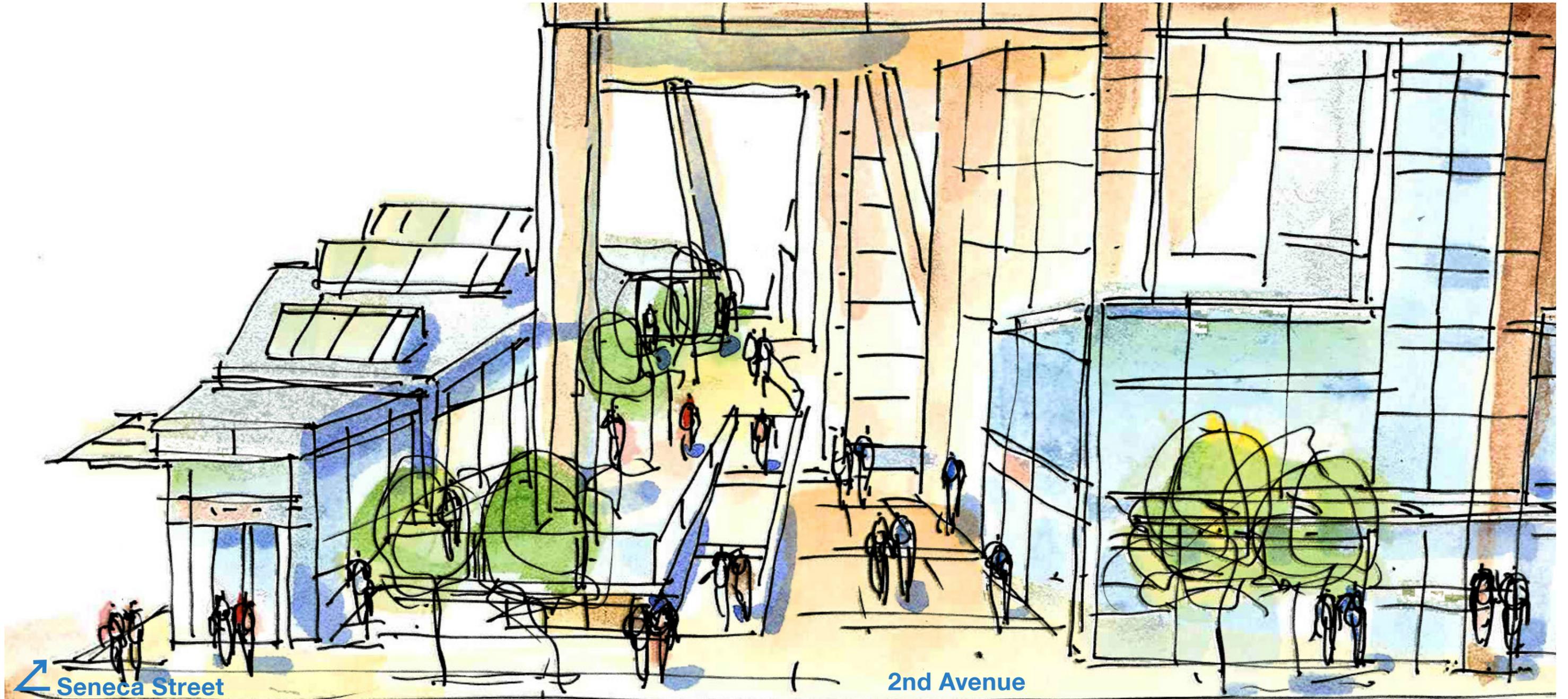
## 2/3 ALLEY VACATION PROPOSAL WITH LIFT

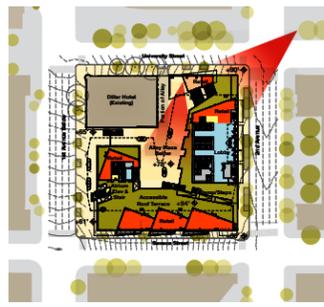
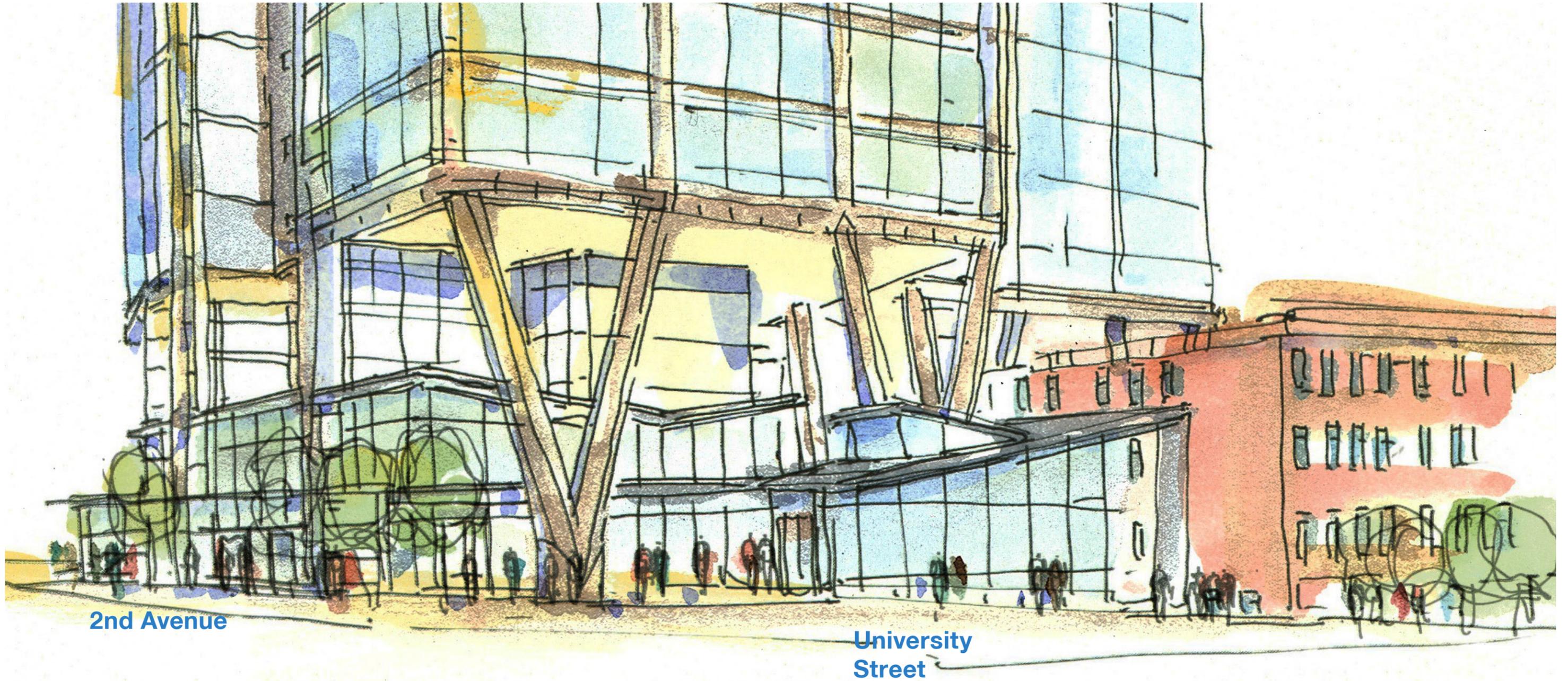


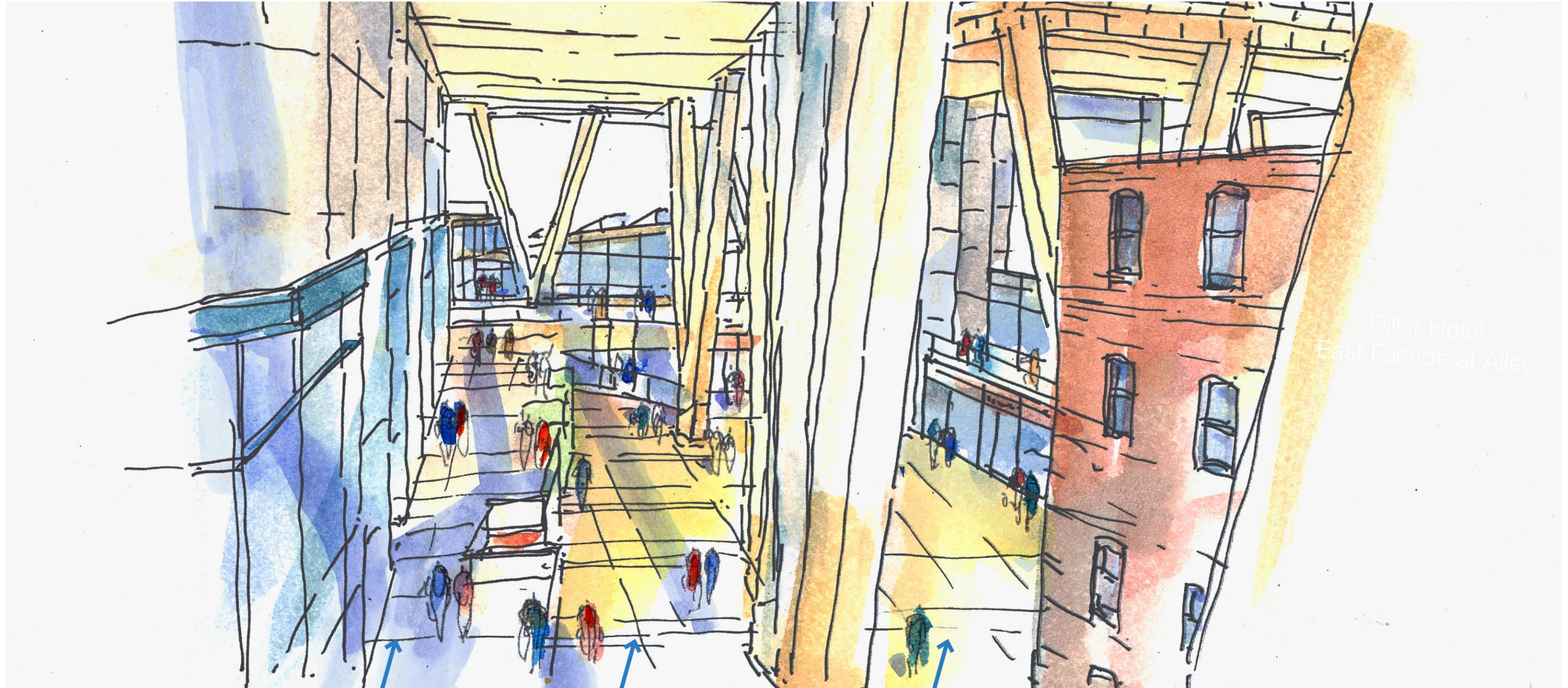
# Scheme Comparison / Street Level Cut-away Perspective showing Atrium and Stair

## 2/3 ALLEY VACATION PROPOSAL WITH LIFT







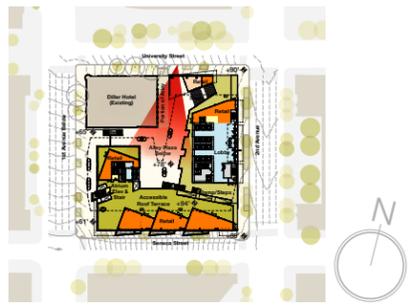


Diller Hotel  
East Facade at Alley

Plaza 2nd Ave  
Level

Urban Village Plaza  
Mid-block Level

Portion of Alley to  
Remain



Scheme Comparison / Perspectives

**NO ALLEY VACATION OPTION**



A

Corner of 2nd Avenue & University Street (+90' Elevation)

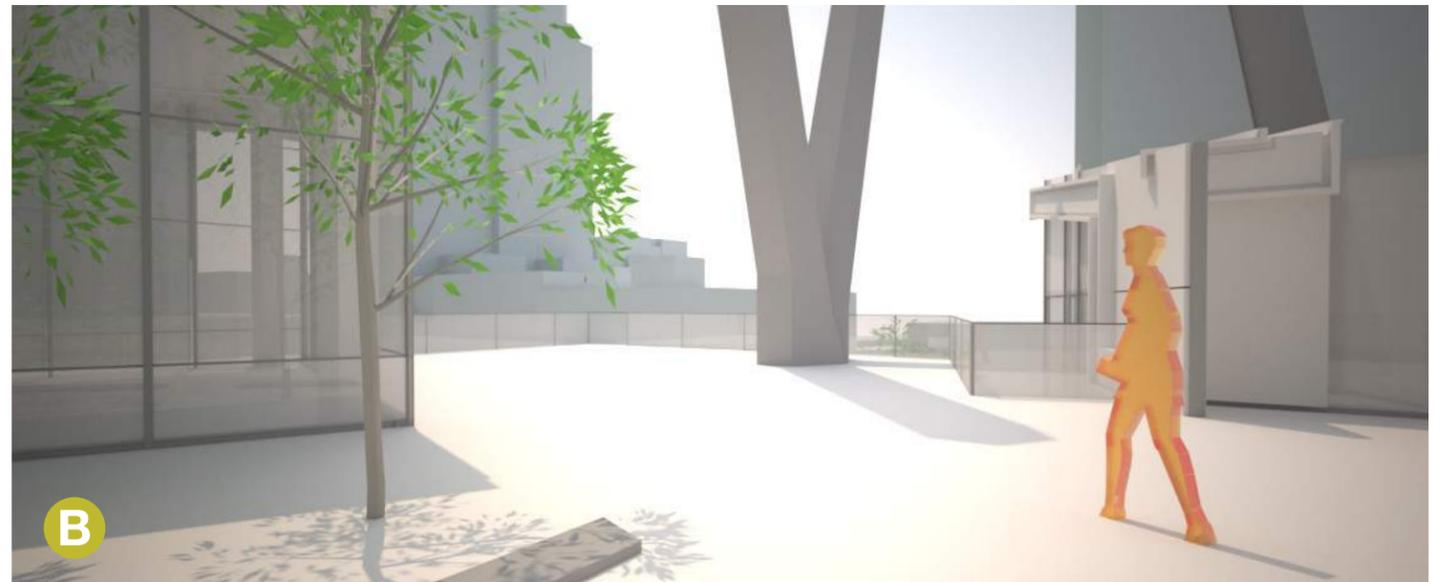
**2/3 ALLEY VACATION PROPOSAL WITH LIFT**



A

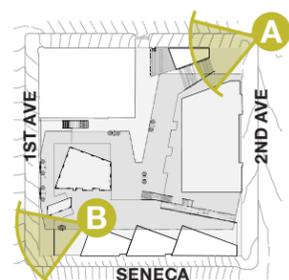
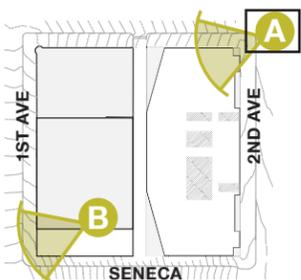
Corner of 2nd Avenue & University Street (+90' Elevation)

**NO CORRESPONDING OVERLOOK AT 1ST AVE & SENECA STREET  
WITH NO ALLEY VACATION OPTION  
SPACE WOULD BE FULLY OCCUPIED BY BUILDING**



B

Mid Level Plaza Overlook at 1st Ave. and Seneca St. (+94' Elevation)



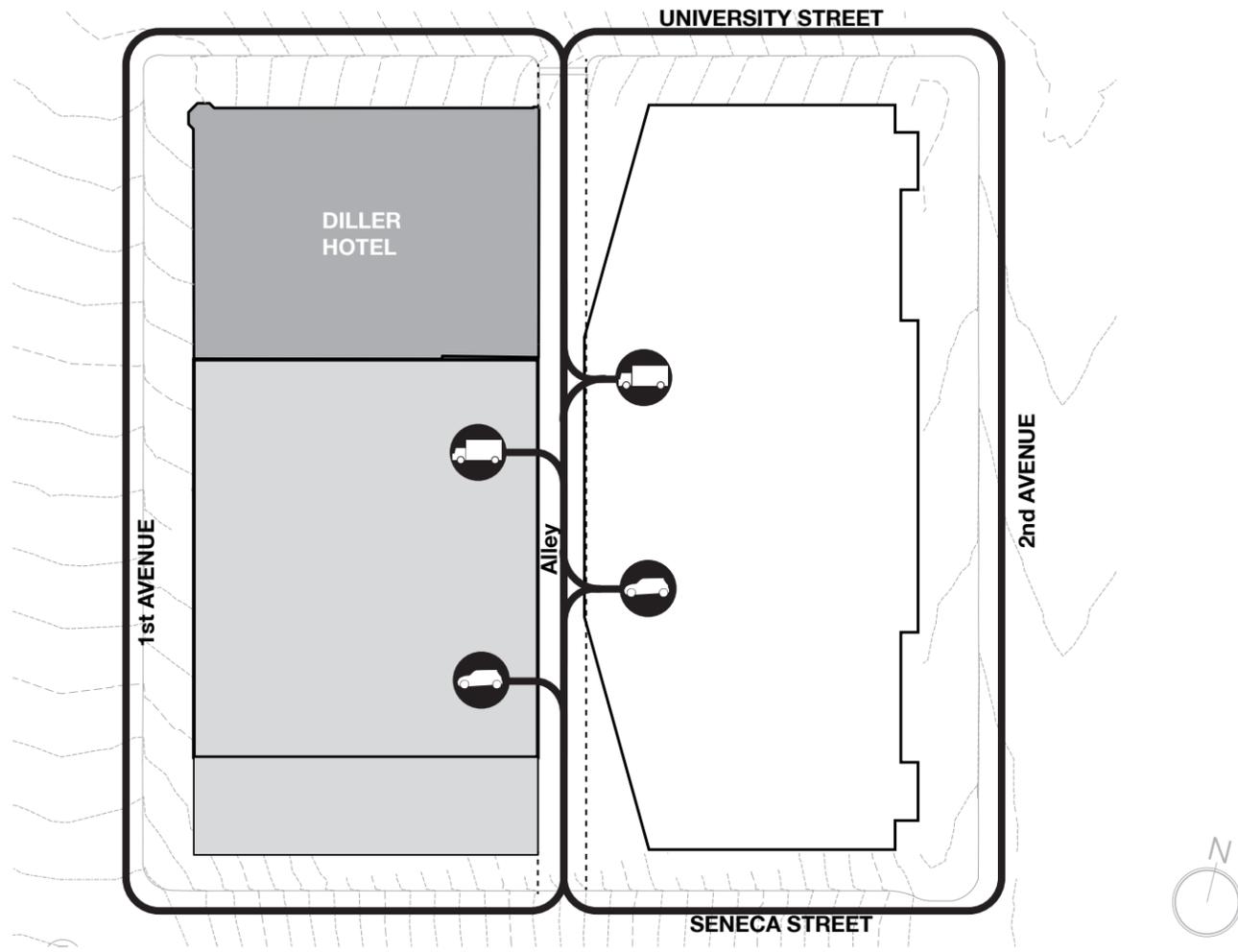
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## Urban Design Merit

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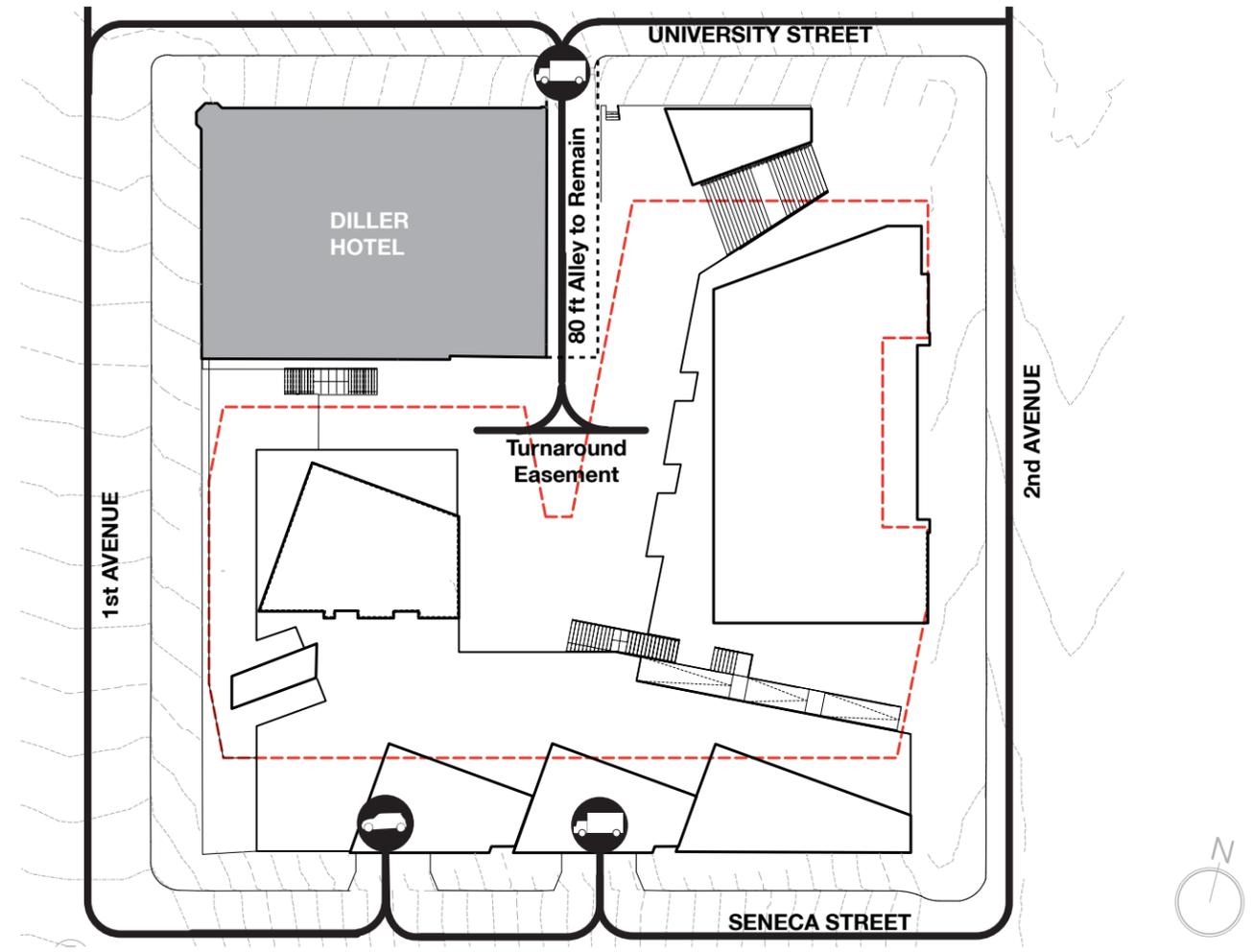
1. Circulation
2. Access
3. Utilities
4. Light / Air / Views
5. Open Space
- \* Equity

COMPARISON: NO ALLEY VACATION OPTION



Composite Site Plan Diagram

2/3 ALLEY VACATION PROPOSAL WITH LIFT



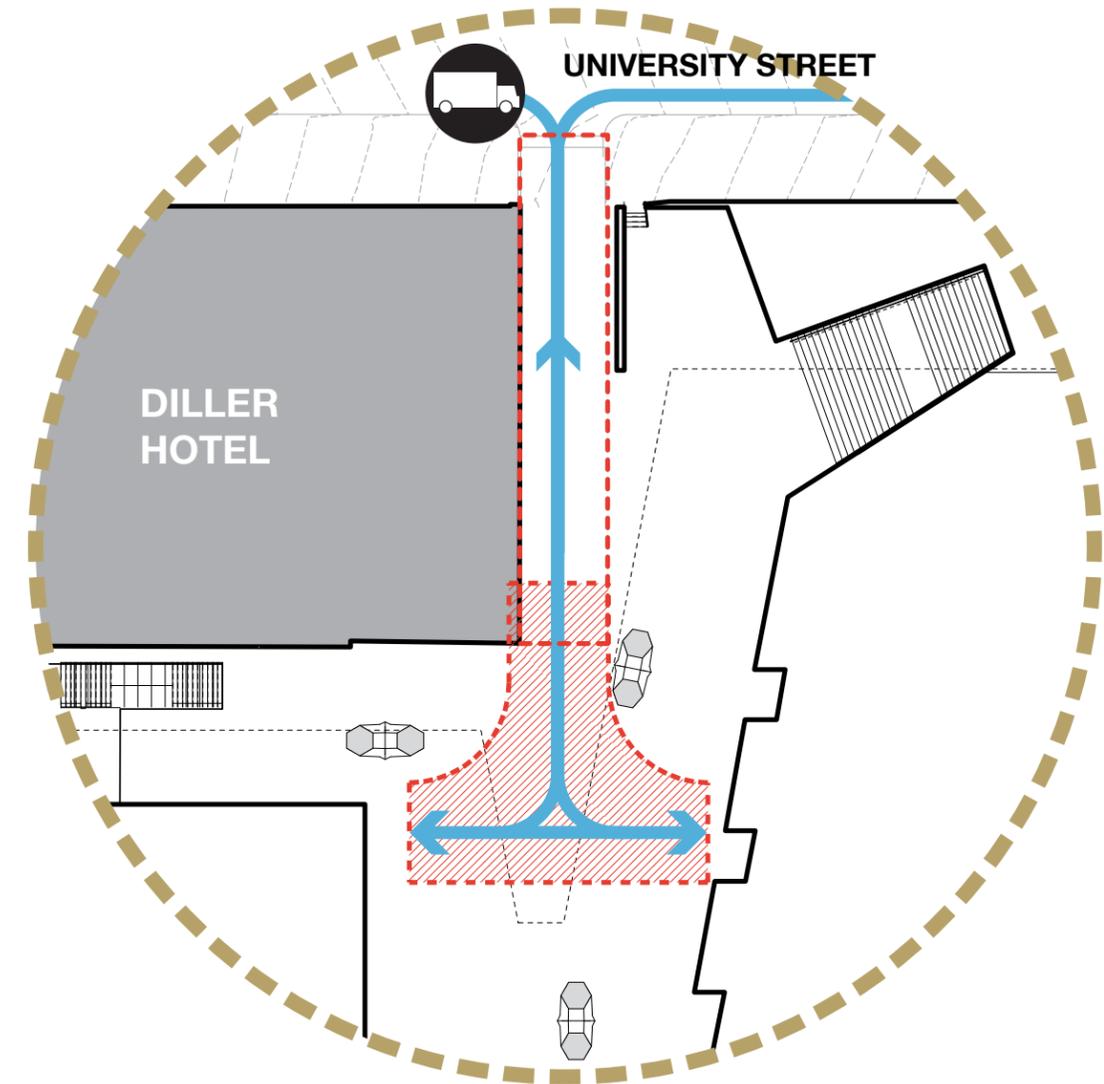
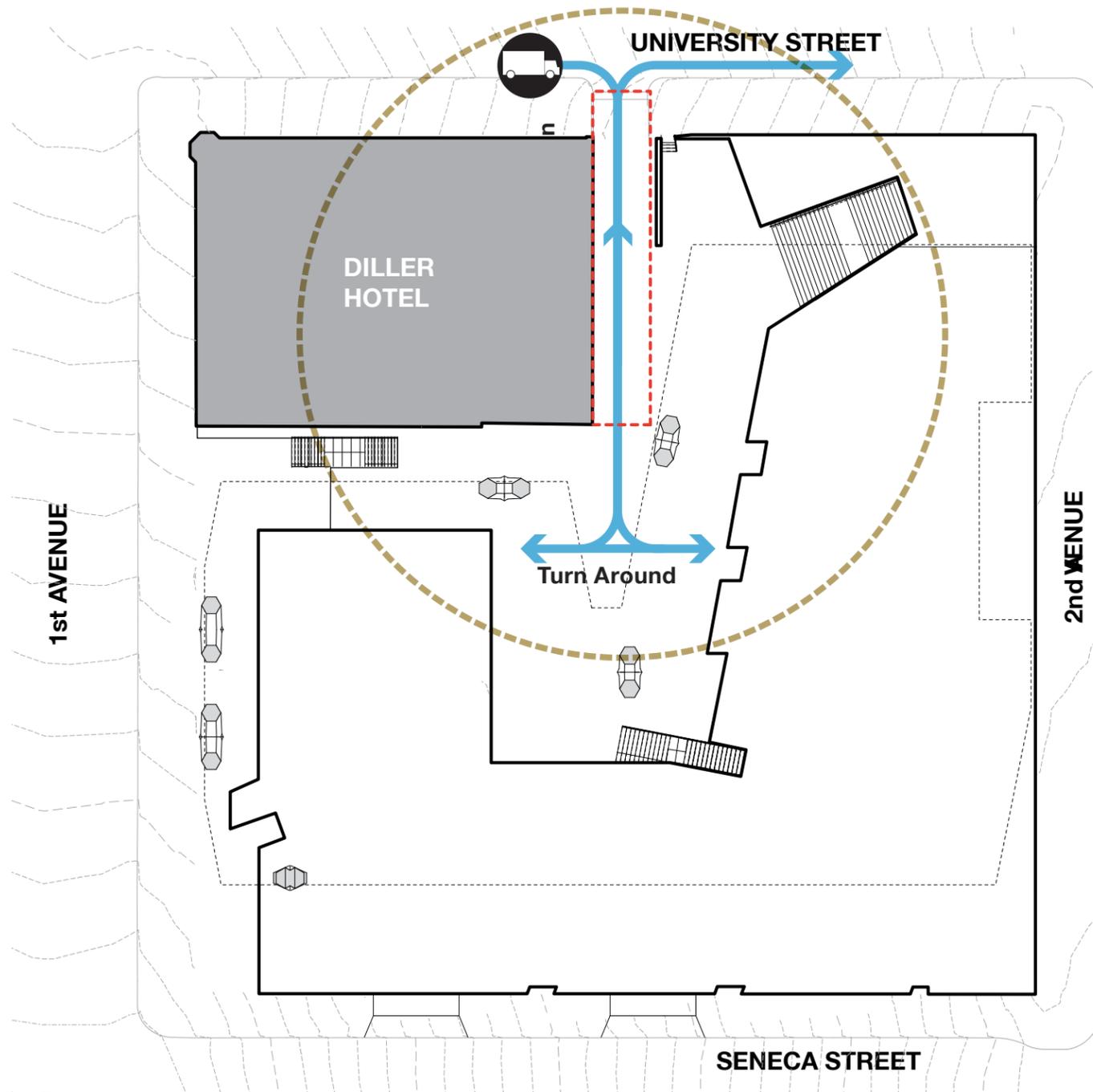
Composite Site Plan Diagram

Legend:

- Parking
- Loading
- Bike Storage
- Vehicular / Loading Circulation
- Bicycle Circulation
- Pedestrian Circulation

Summary:

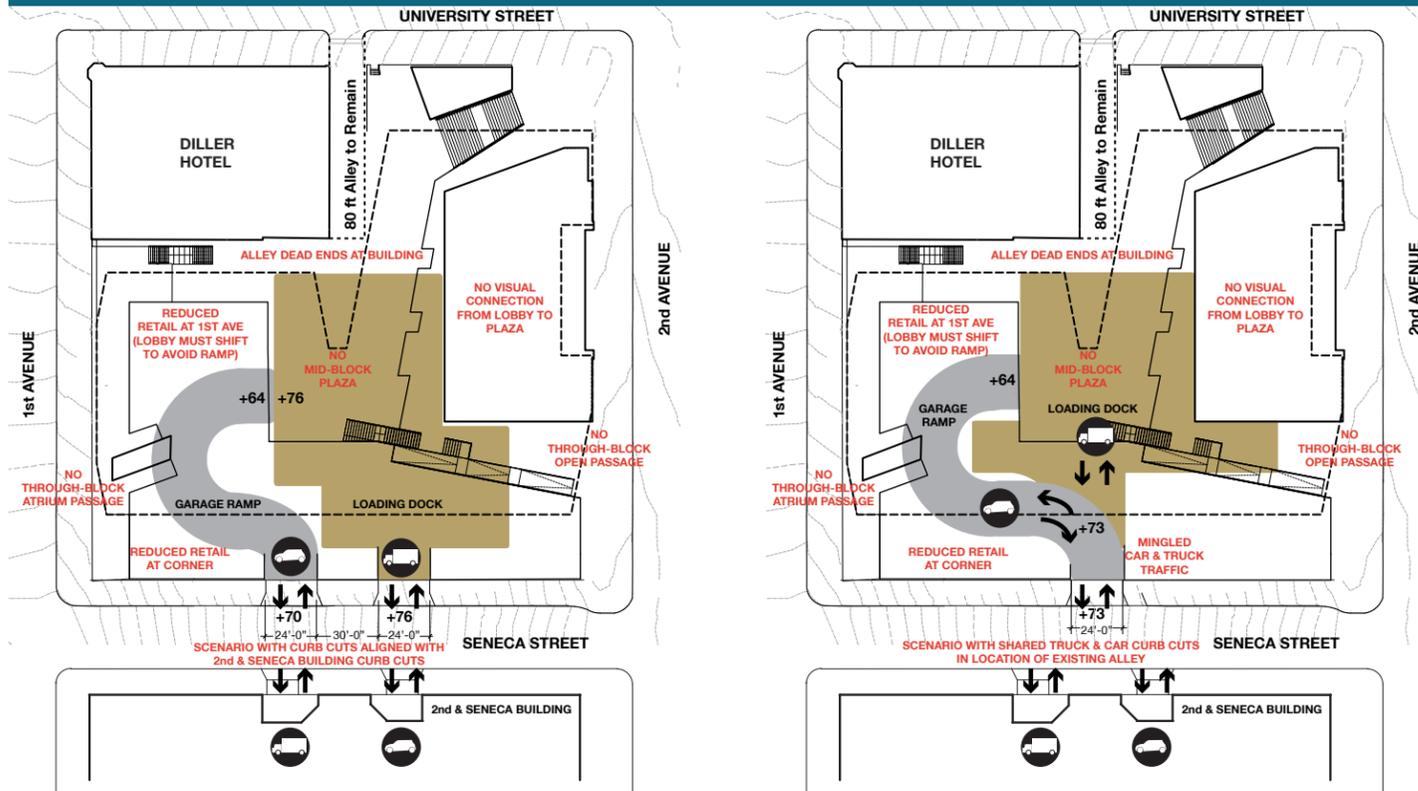
- Primary access for trucks & cars for 2&U project is off Seneca Street only (Type II Street), improving circulation for traffic and pedestrians on surrounding Type I streets.
- Pedestrians have five separate ways to enter & exit the site. Pedestrians can meander from 2nd to 1st, and from Seneca to University throughout the site, rather than being relegated to sidewalks only.
- Vacation will substantially reduce vehicle traffic and improve safety across the University Street sidewalk, a heavily used pedestrian route linking waterfront to SAM to Transit tunnel.
- Significantly larger and more visible bike facilities can be provided in the plaza space.



**Summary:**

- Alley adjacent to Diller Hotel east side remains.
- Current and future access to Diller Hotel maintained.
- Provides future loading for Diller Hotel, replacing current 1st Avenue loading impacted by planned street car route.

ALTERNATE CURB CUT SCENARIOS



Alternate Scenario with Curb Cuts Aligned with 2nd & Seneca Building Curb Cuts

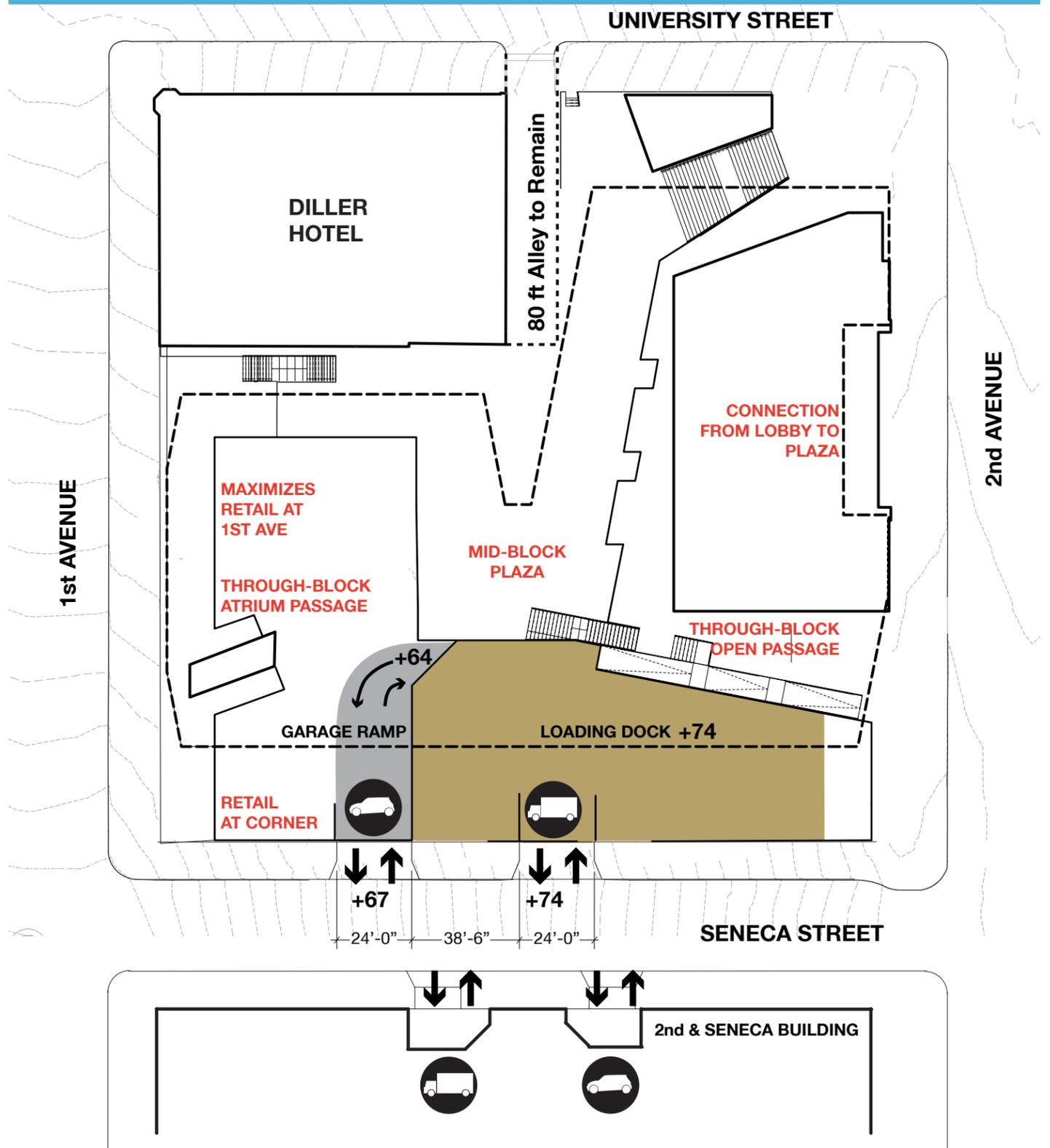
Alternate Scenario with Combined Truck & Car Curb Cuts at Alley Location

- No Mid-Block Plaza
- No Through-Block Open Passage
- No Through-Block Atrium Passage
- No Visual Connection from Lobby to Plaza
- Reduced Retail at 1st Avenue (Lobby must shift to avoid ramp)
- Reduced Retail at southwest corner
- Alley dead ends at building
- Combined truck & car curb cuts mingles traffic

Garage Ramp  
Loading Dock

\*\*Refer to appendix for photograph of 2nd & Seneca Building existing conditions.

PROPOSED CURB CUTS



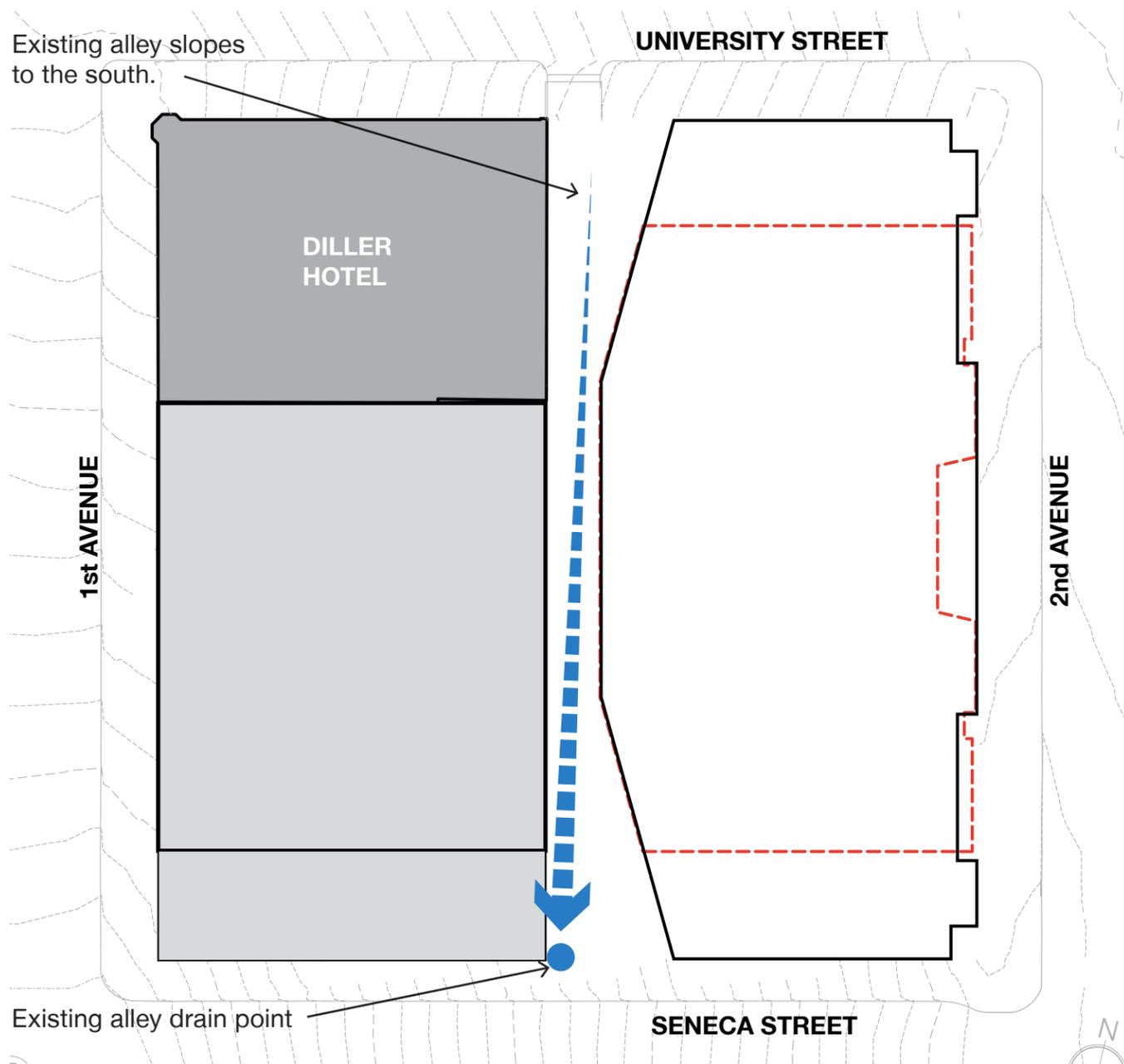
## Urban Merit / Existing Seneca St. Curb Cut Conditions



Existing Curb Cuts on Seneca Street for 2nd & Seneca Building across from 2&U site

COMPARISON: NO ALLEY VACATION OPTION

2/3 ALLEY VACATION PROPOSAL WITH LIFT

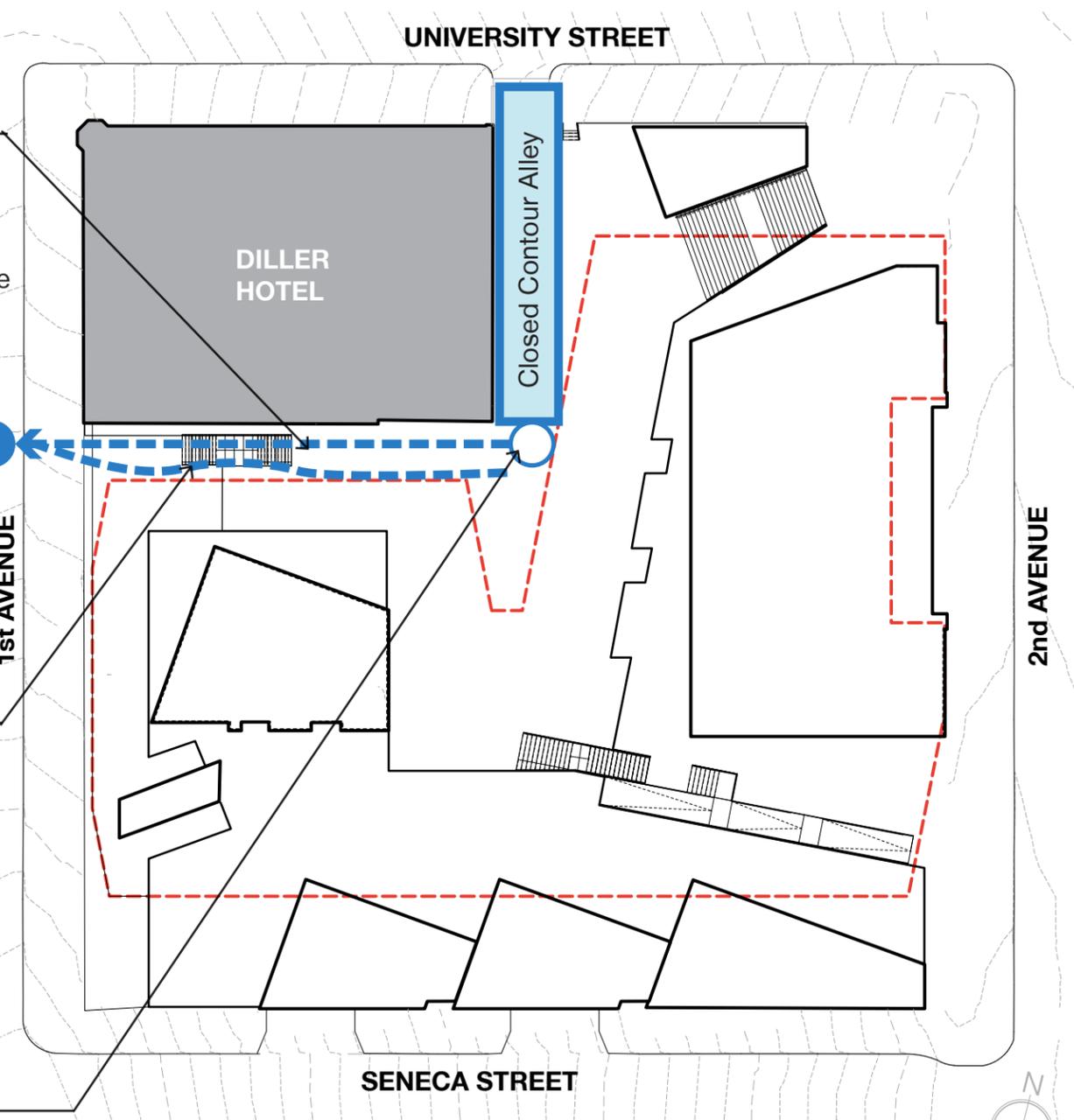


Discharge piped to new side sewer through building. Maintained by property owner.

Point of discharge from closed contour alley through new side sewer to combined sewer.

Overflow to flow down open air channel to be collected and conveyed to combined sewer system. To be maintained by private property owner.

Privately maintained catch basin collecting runoff from closed contour alley. Outfall shall run through the private building to new side sewer in 1st Ave, then discharge to combined sewer.

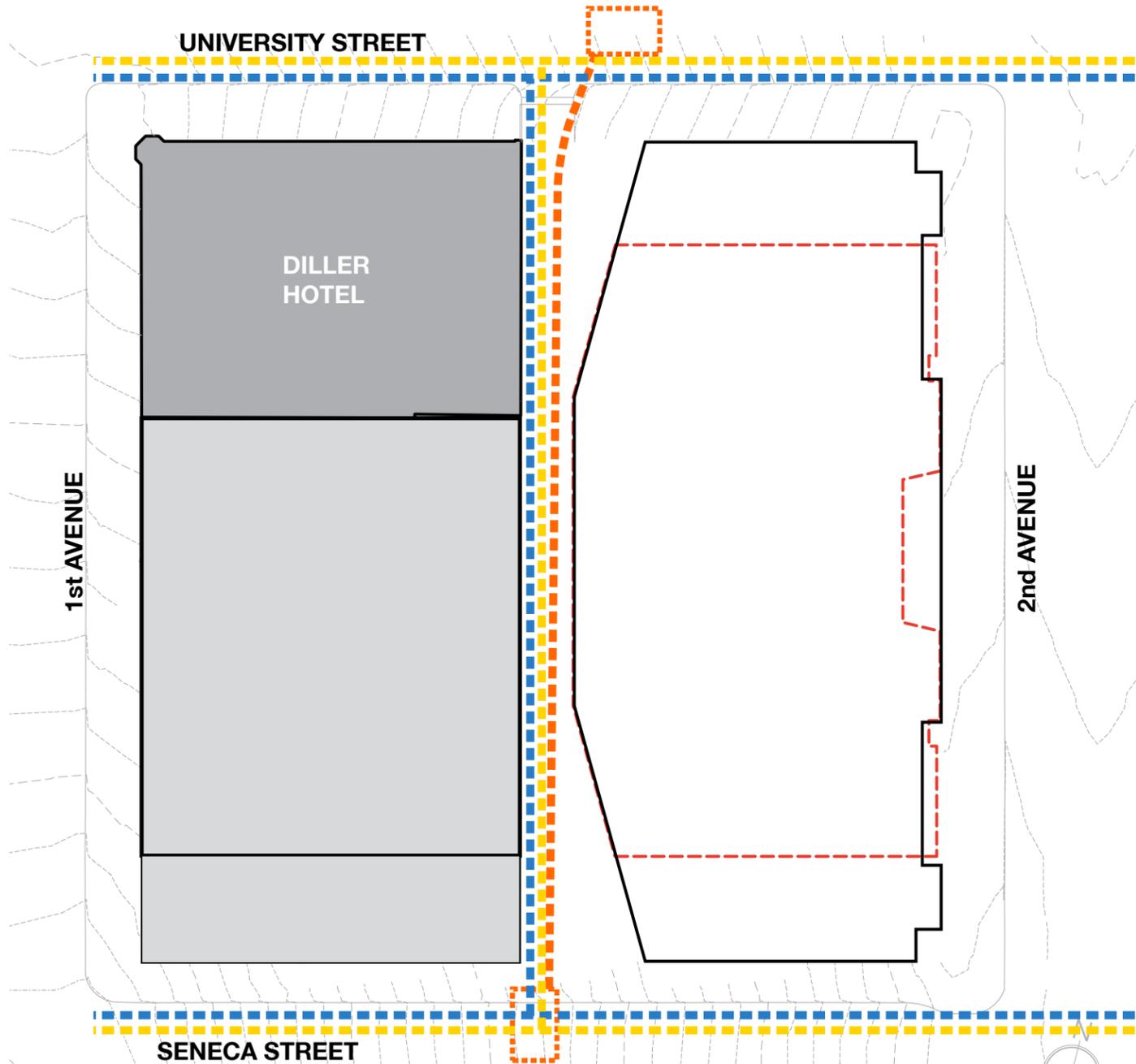


- Legend:**
-  Stormwater route
  -  Alley portion to remain

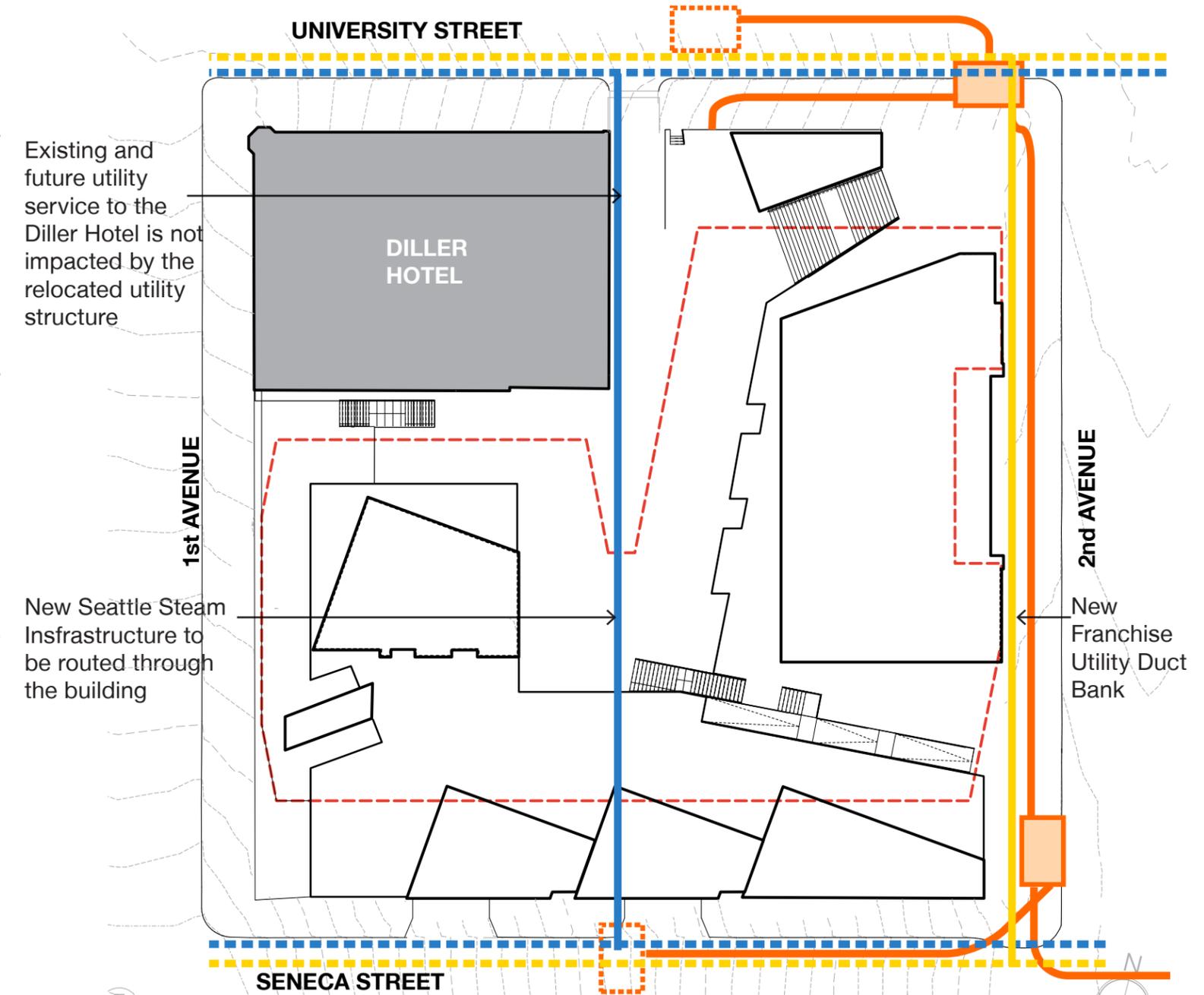
- Summary:**
- The design team has been actively working with SPU on a mutually agreeable design solution given SPU concerns over closed contour condition.
  - SPU will support alley vacation conditionally with inclusion of privately maintained catch basin at the low point of the

- remaining alley, and over land overflow routed over the plaza/ stairs to the west. An indemnity agreement will also be executed between project owner and the City.
- This technical solution has been implemented successfully on similar projects.

COMPARISON: NO ALLEY VACATION OPTION



2/3 ALLEY VACATION PROPOSAL WITH LIFT



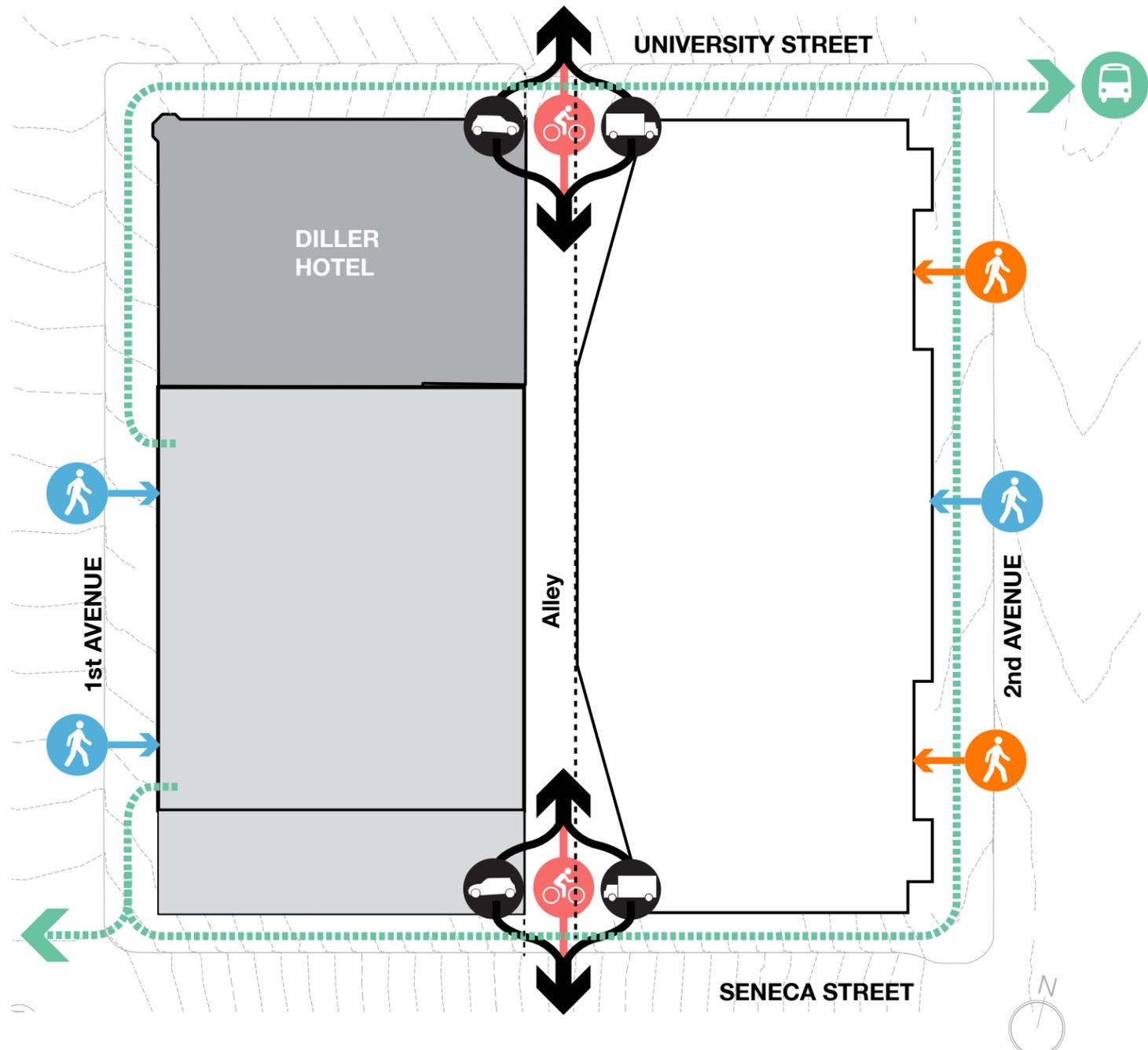
Legend:

- Existing SCL Infrastructure
- Existing Franchise Utility Infrastructure
- Existing Seattle Steam Infrastructure
- Proposed SCL Infrastructure
- Proposed Franchise Utility Infrastructure
- Proposed Seattle Steam Infrastructure

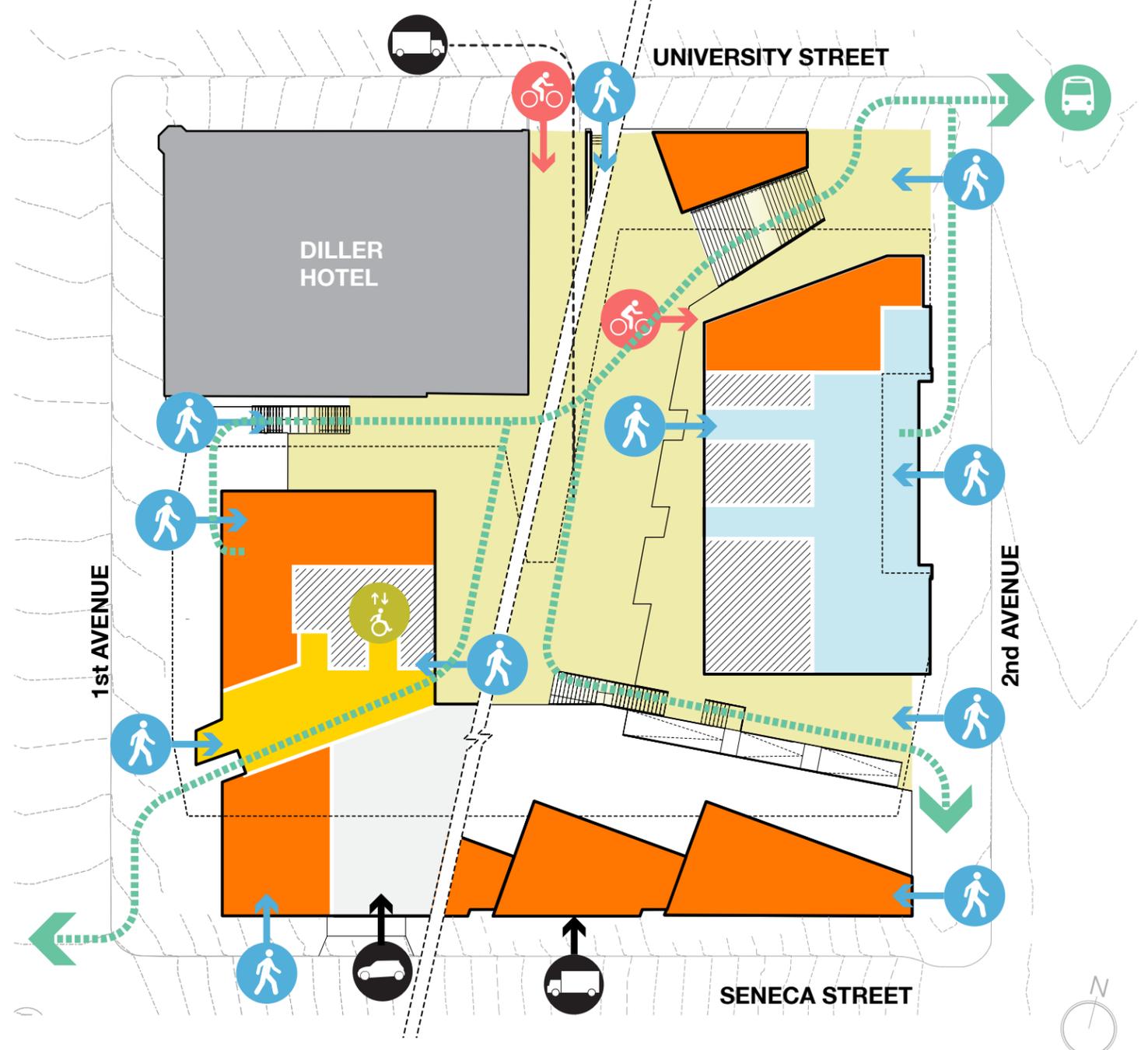
Summary:

- **New SCL & franchise utility infrastructure will provide additional ducts for increased capacity, redundancy and flexibility for entire system.**
- **New steam line within building allows easier access for maintenance and**
- **replaces older infrastructure; this is a benefit for future steam users off-site.**
- **Regular meetings with SCL. SCL concurs with design direction and has provided notice they will not oppose alley vacation.**

COMPARISON: NO ALLEY VACATION OPTION



2/3 ALLEY VACATION PROPOSAL WITH LIFT



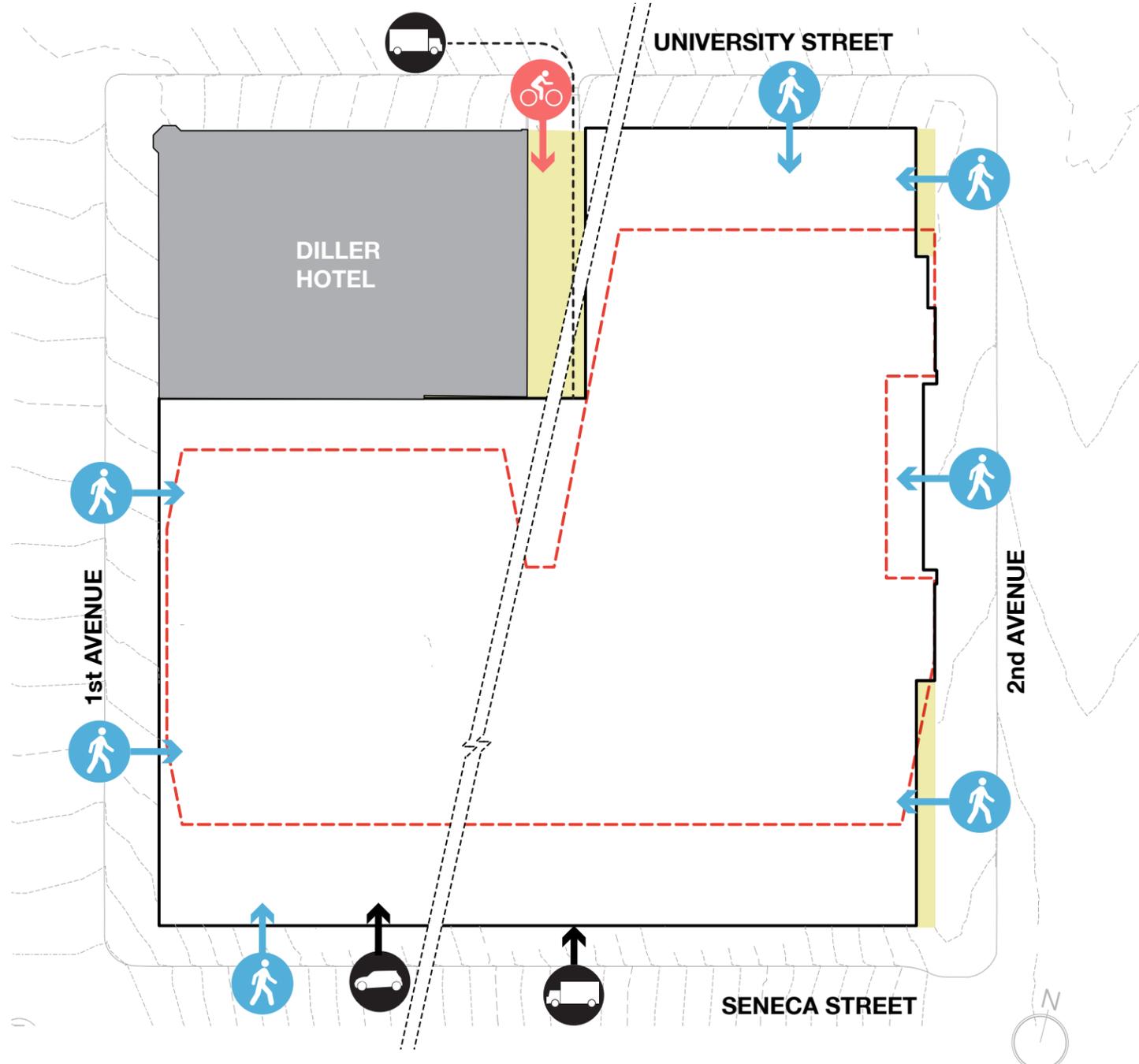
Legend:

-  Access Path to Transit
-  Bike Access
-  Retail Access
-  Parking Access
-  Lobby Access
-  Loading Access

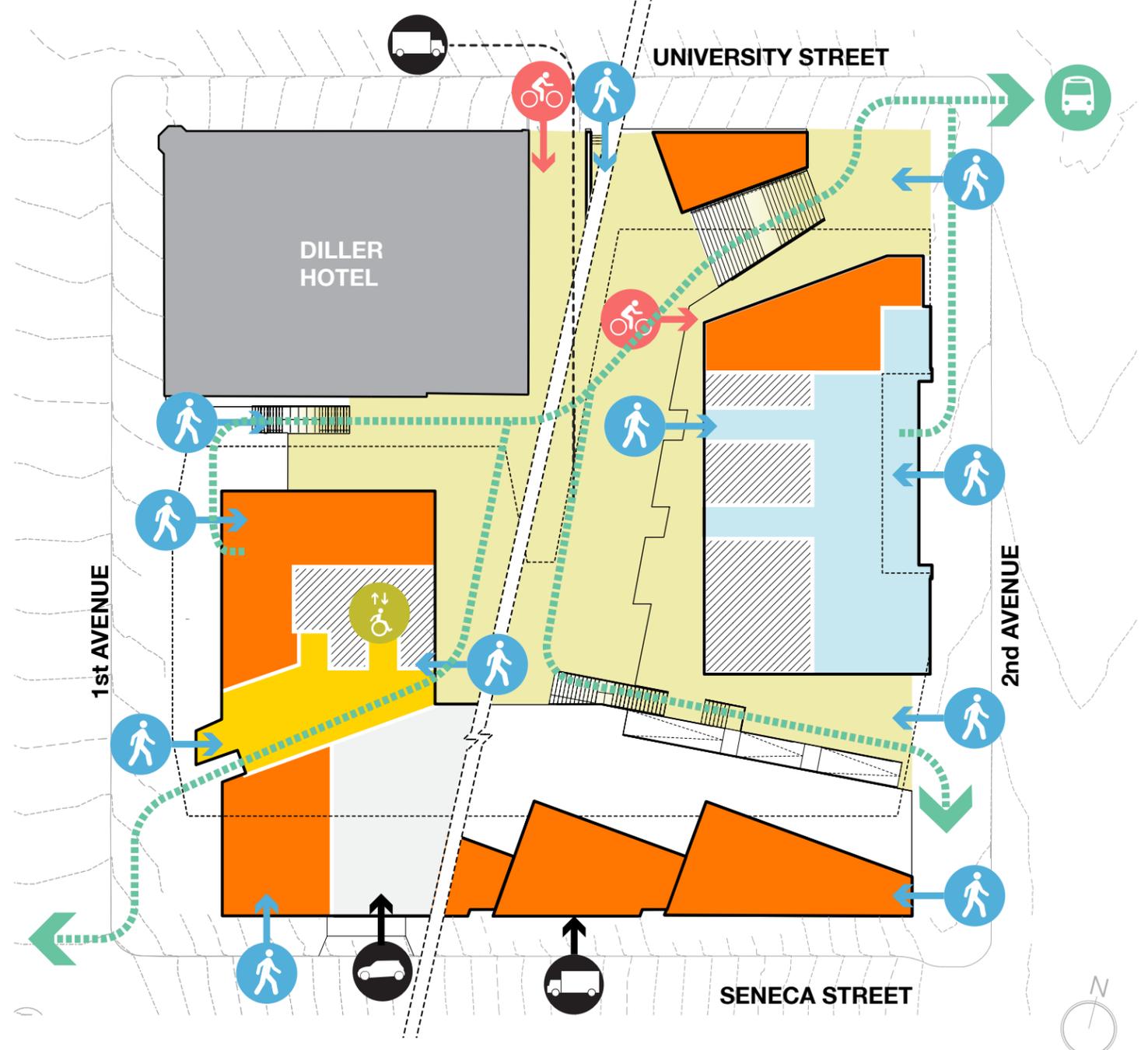
Summary:

- Proposed garage and truck driveways are located on Seneca Street to reduce traffic circulation to 1st Avenue and University Street.
- Reduces potential impact to future 1st Avenue Streetcar line.
- Better transparency & access through the site supports more direct pathways to transit tunnel and streetcar from surrounding buildings.

COMPARISON: TYPICAL MARKET DEVELOPMENT OPTION



2/3 ALLEY VACATION PROPOSAL WITH LIFT



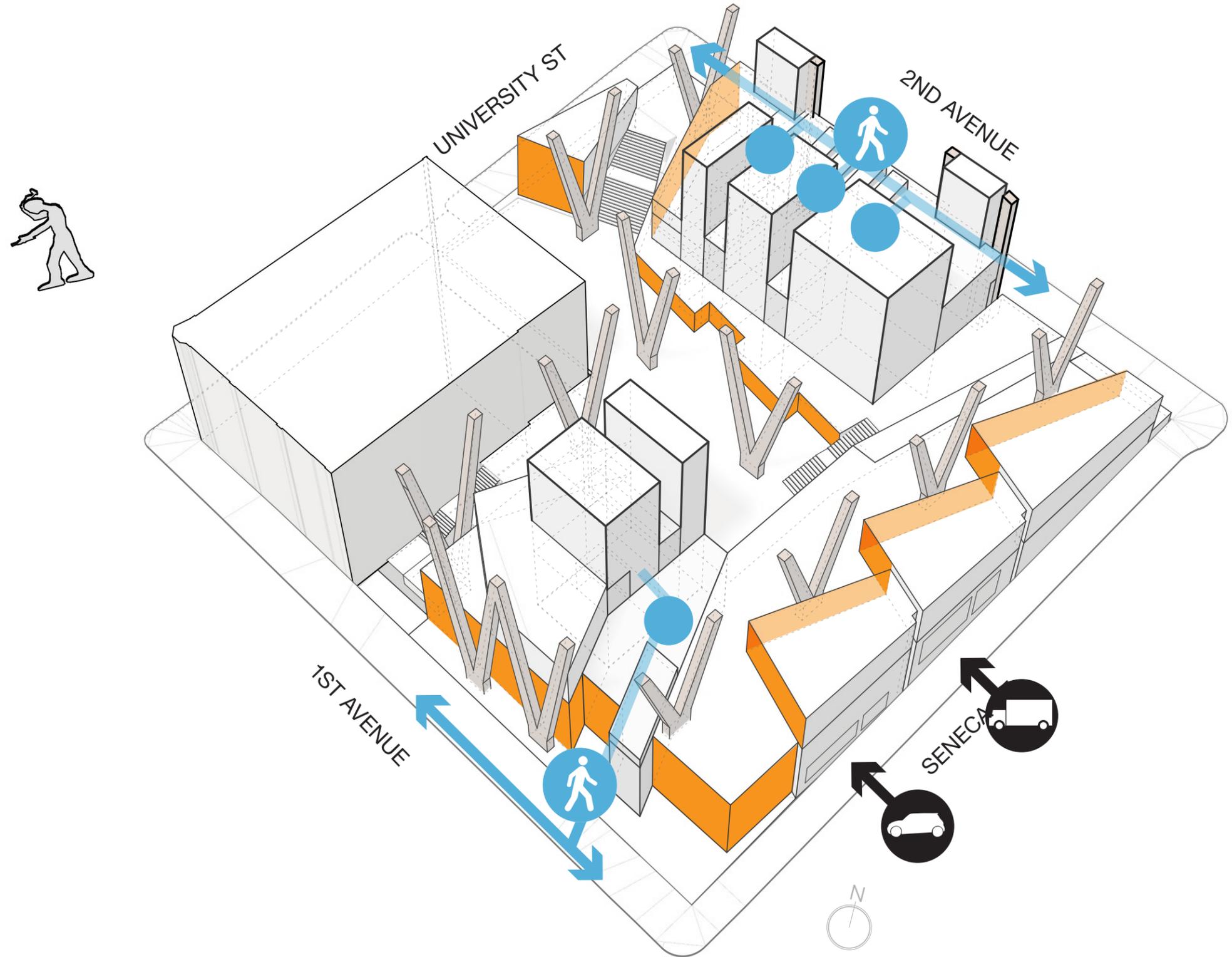
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# Urban Merit / Access: Pedestrian Routes - Office Lobbies and Public Through-Passages

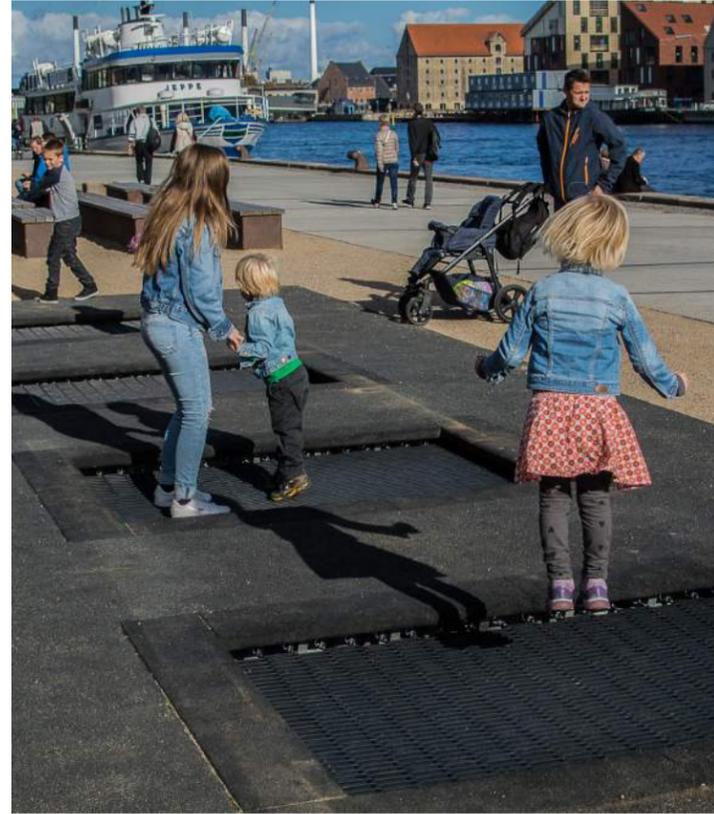


## Legend:

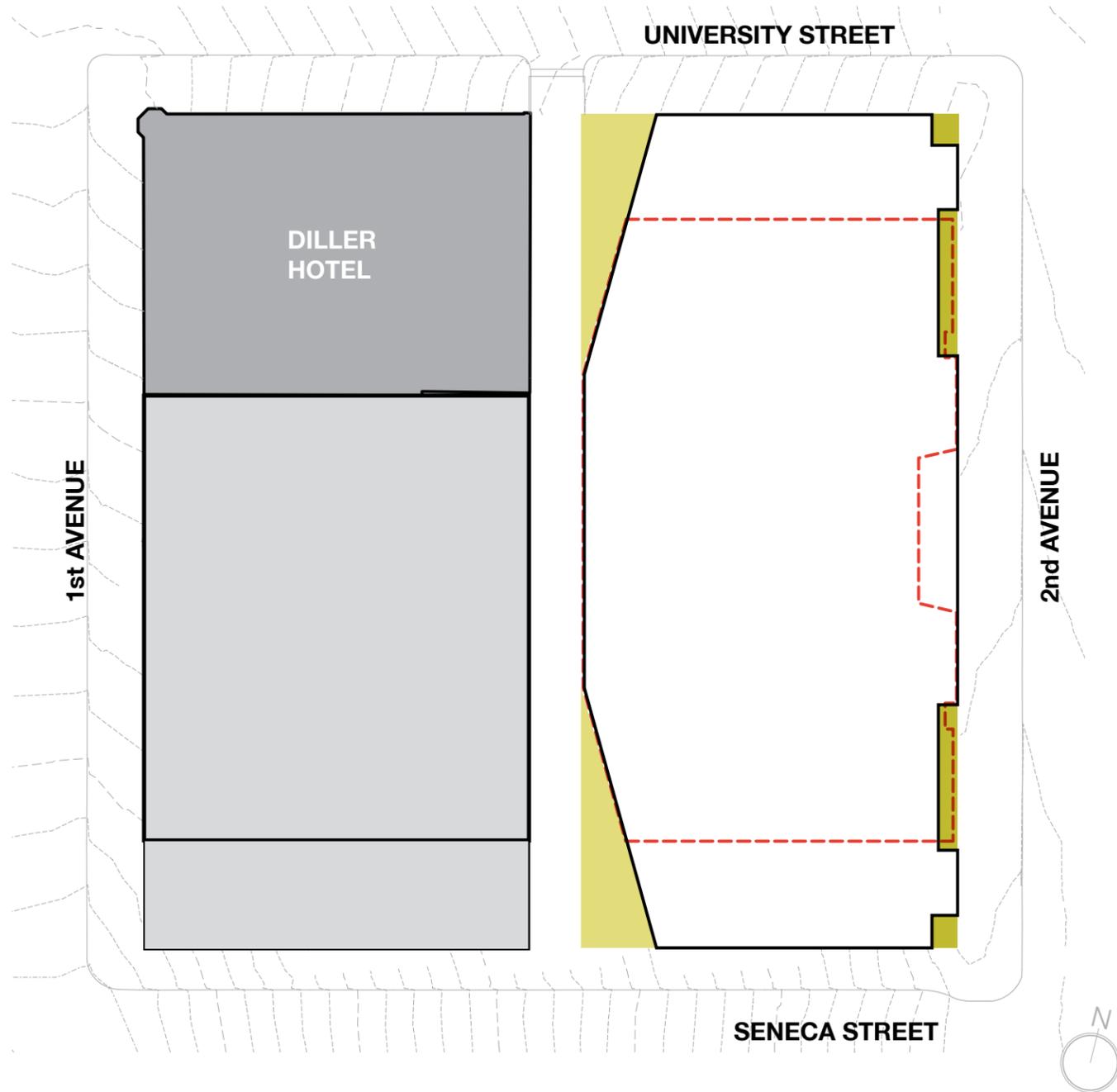
 Lobby Access

 Retail Frontage activating Plazas

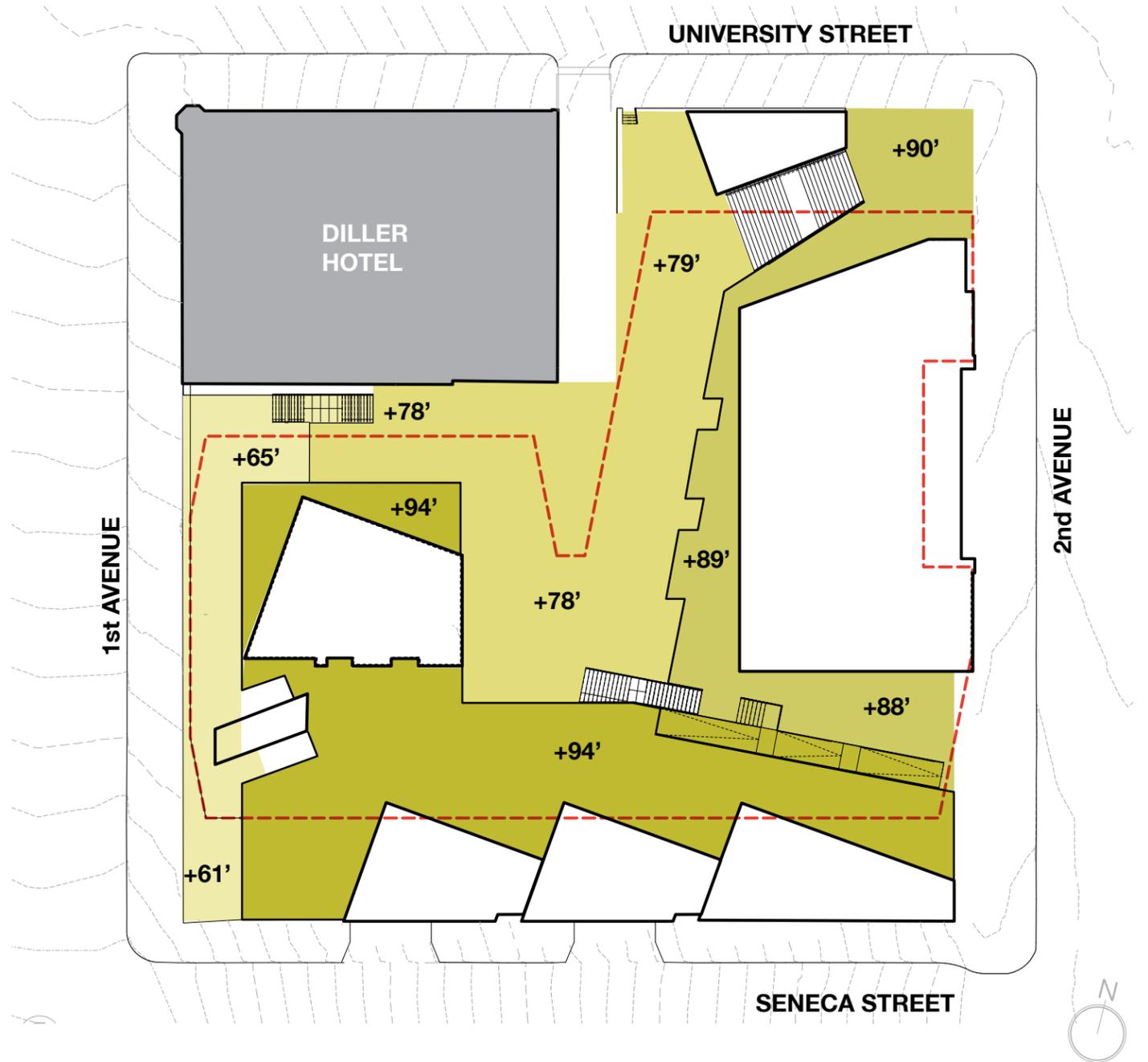
# Urban Merit / Program Precedent Imagery



COMPARISON: NO ALLEY VACATION OPTION



2/3 ALLEY VACATION PROPOSAL WITH LIFT



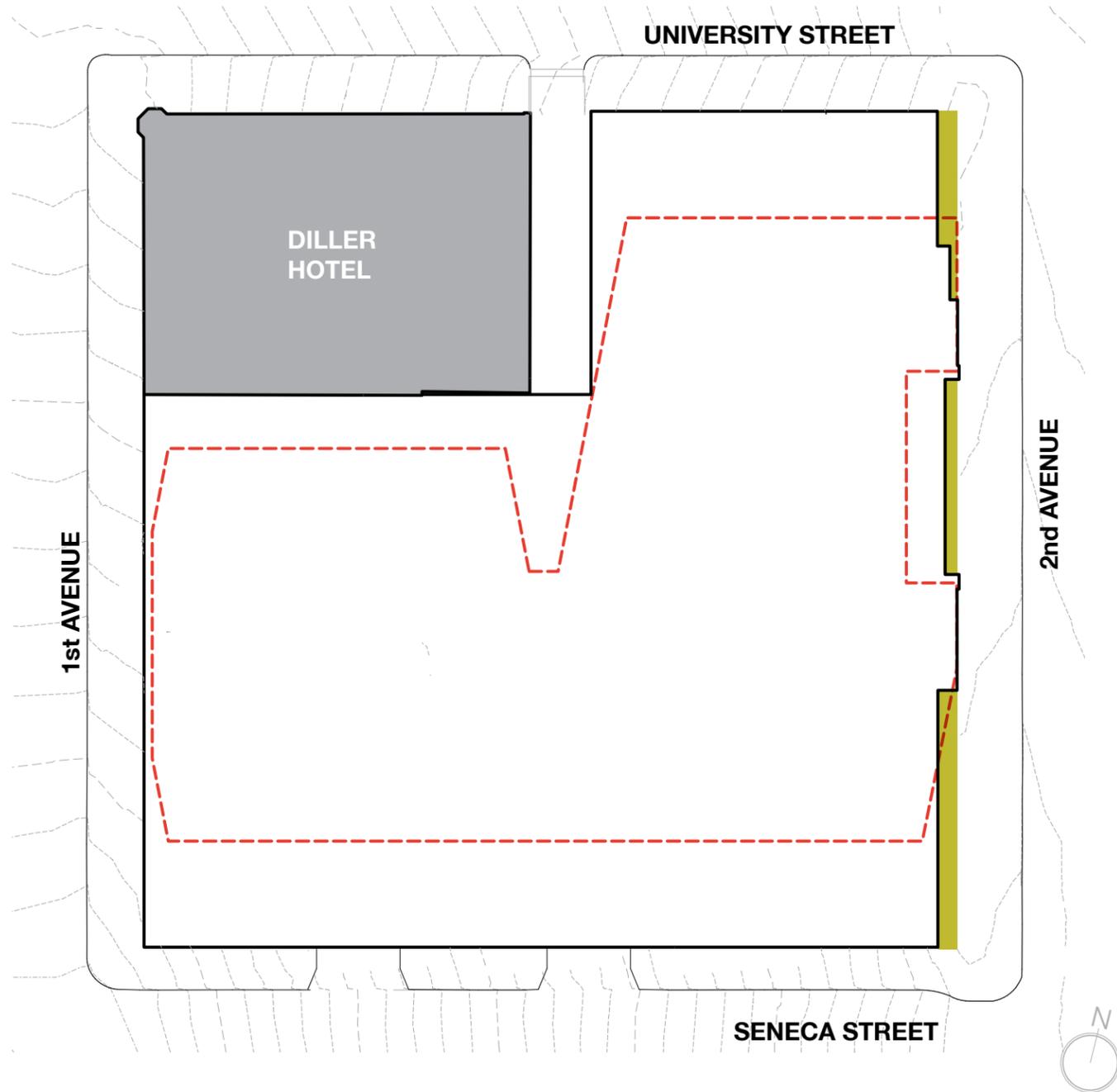
Legend:

- 2nd Avenue Publicly Accessible Open Space
- Alley Level Publicly Accessible Open Space
- 1st Avenue Publicly Accessible Open Space

Summary:

- **Public Open space available is significantly increased with the new lift design.**
- **The weather protected public plaza creates a gathering place for people to connect within the downtown neighborhood, and creates an opportunity for potential programming.**

COMPARISON: TYPICAL MARKET DEVELOPMENT



2/3 ALLEY VACATION PROPOSAL WITH LIFT



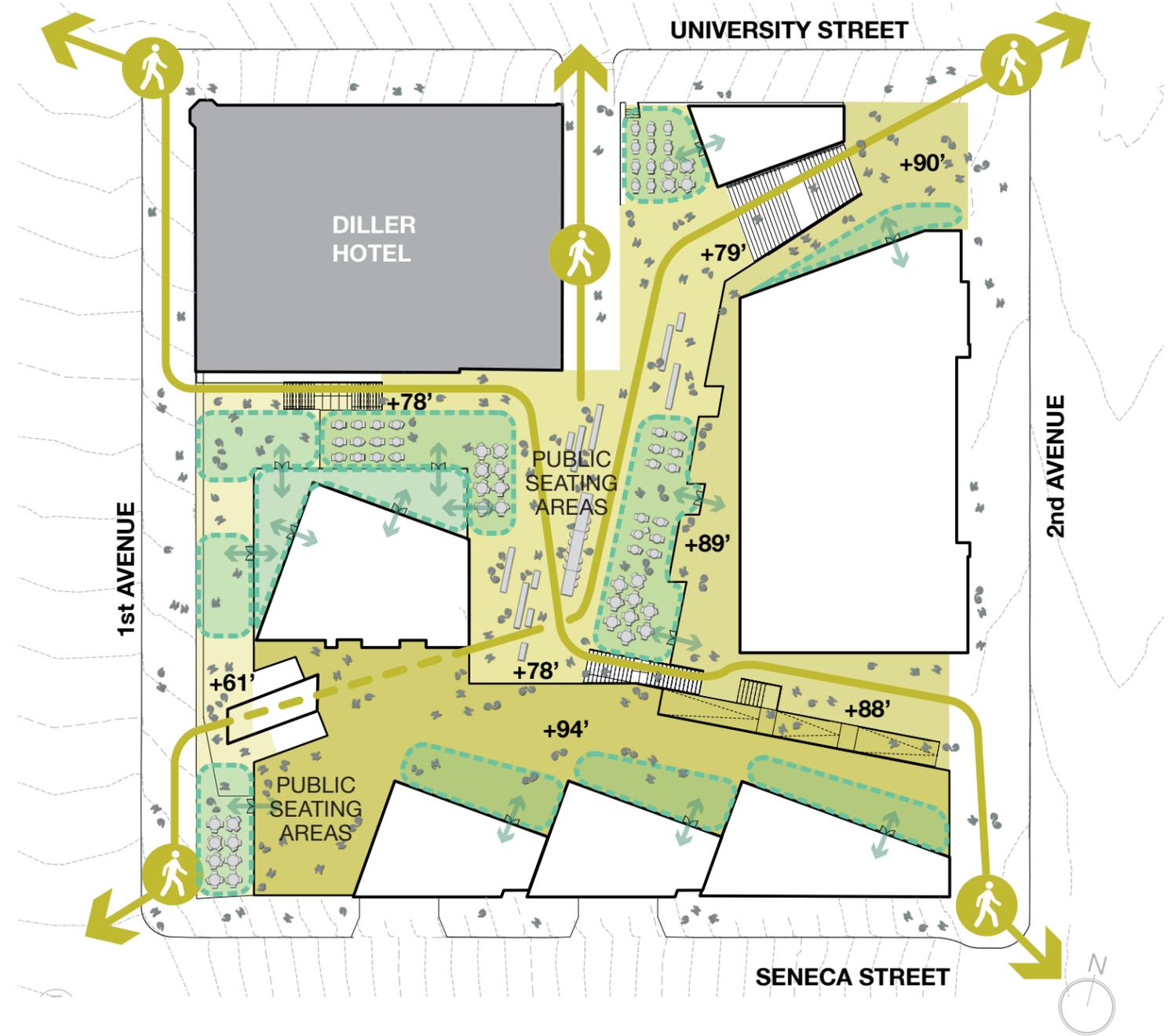
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2/3 ALLEY VACATION PROPOSAL WITH LIFT



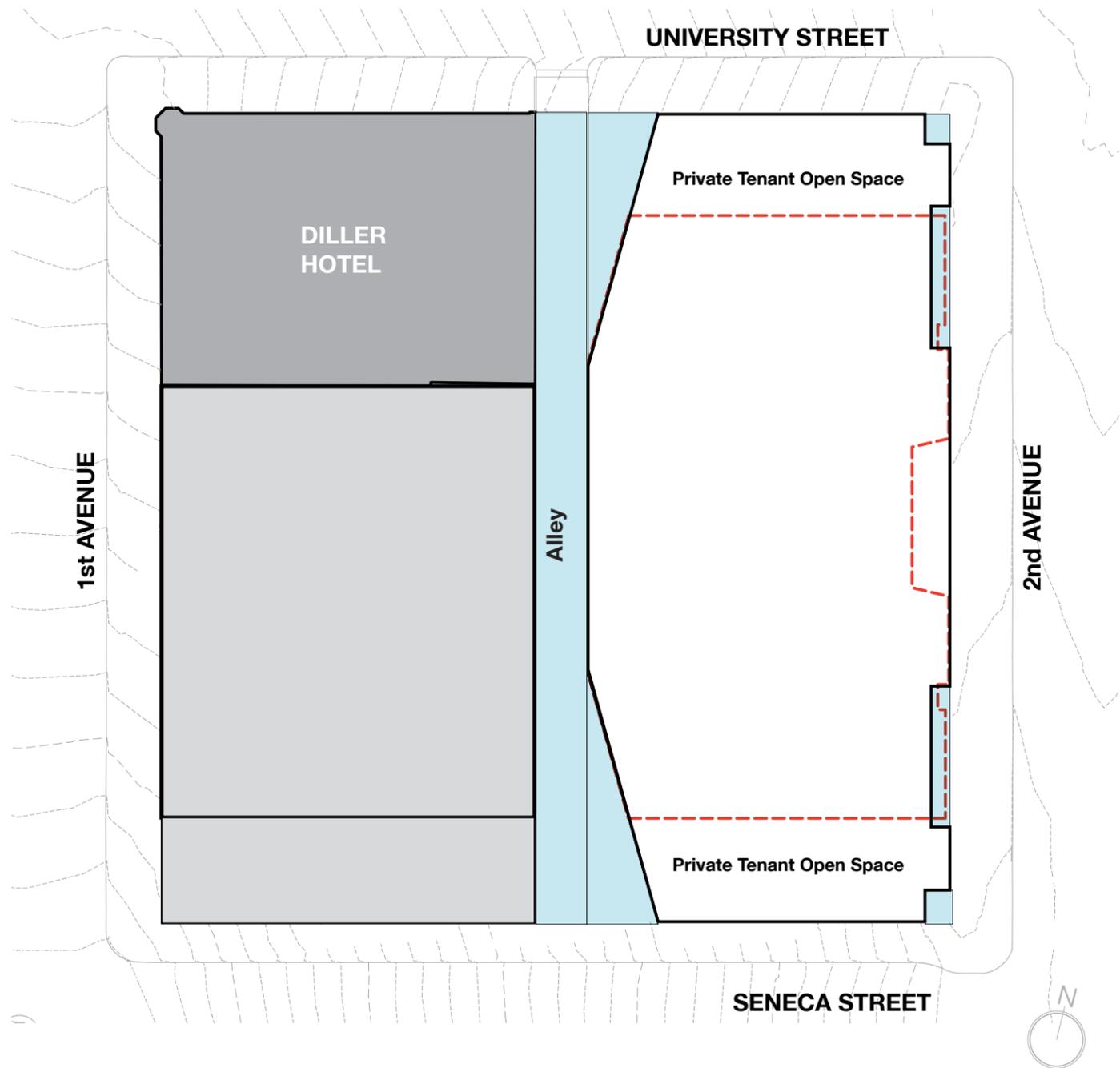
Legend:

-  Public Access through Site
-  Publicly Accessible Open Space
-  Open Space activated by Adjacent Retail

Summary:

- Publicly accessible open space experiences are adjacent to, and activated by, adjacent retail experiences.

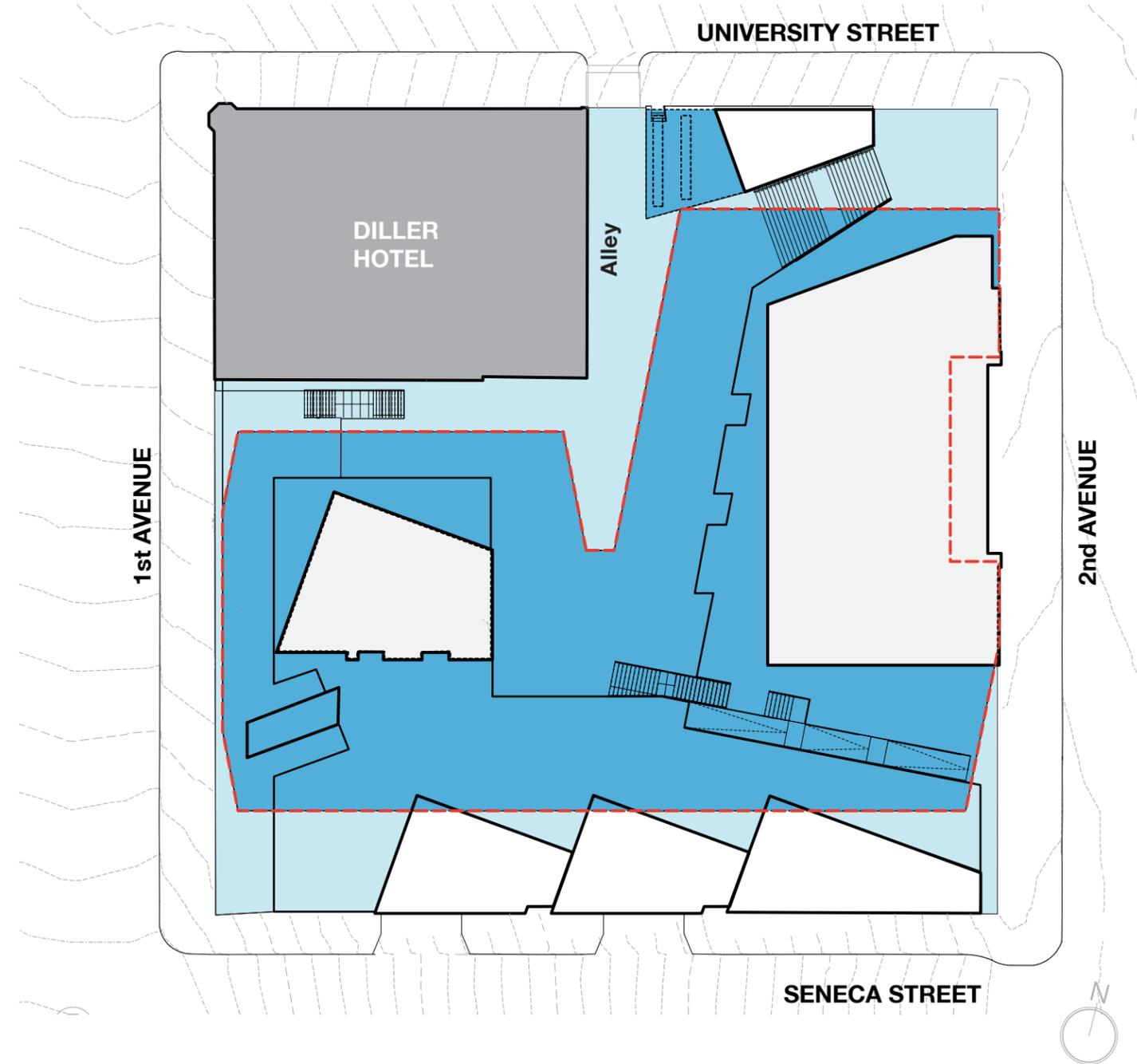
COMPARISON: NO ALLEY VACATION OPTION



Legend:

- Open Space Covered by Tower
- Open Space Open to Sky Above

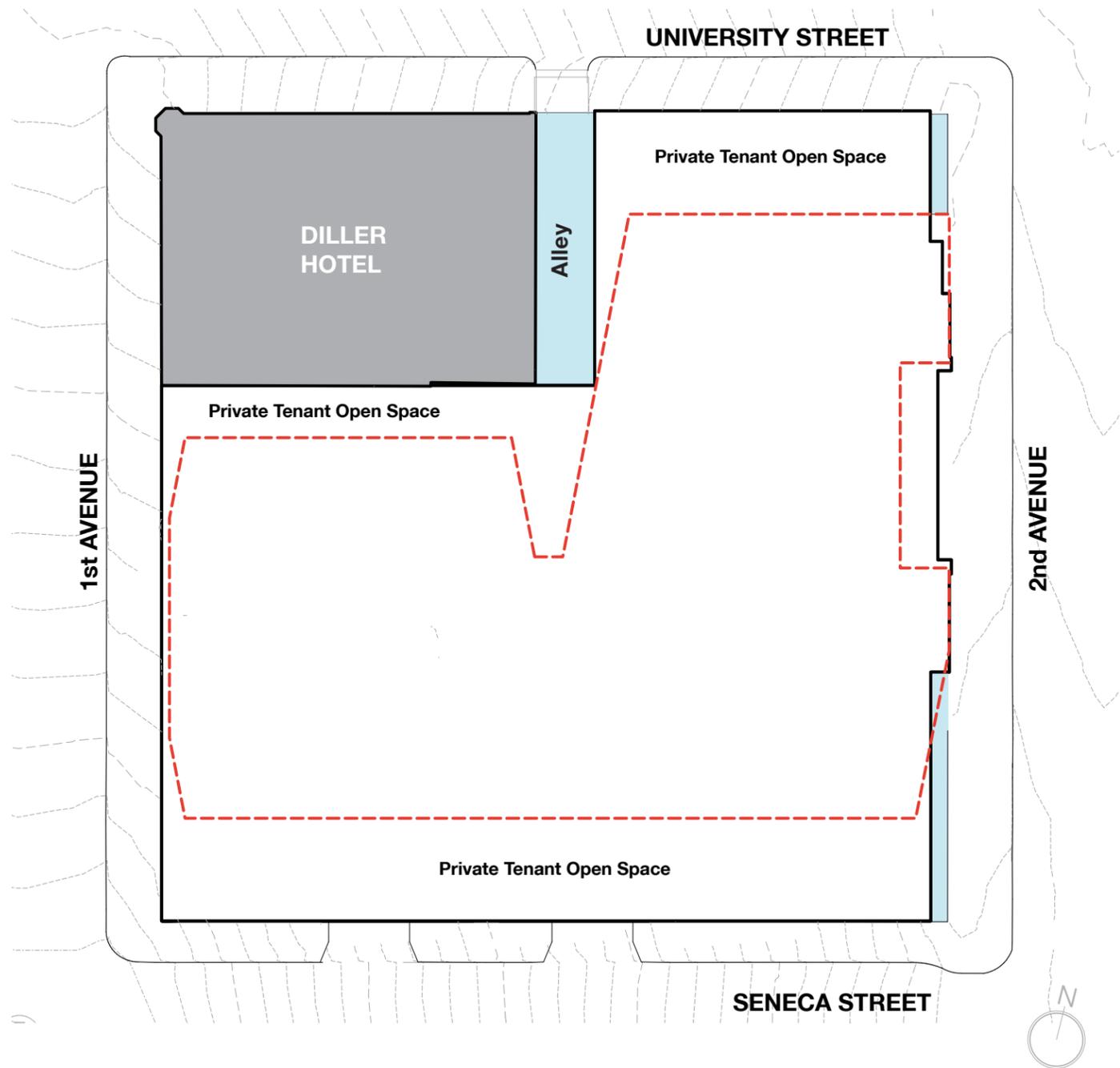
2/3 ALLEY VACATION PROPOSAL WITH LIFT



Summary:

- **Public Access to natural light and an open-air environment is significantly increased with the building lift.**
- **Publicly accessible view opportunities are substantially better, especially of the Puget Sound and Olympic Mountains. Views of culturally significant buildings (SAM & Benaroya Hall) are maintained or improved.**

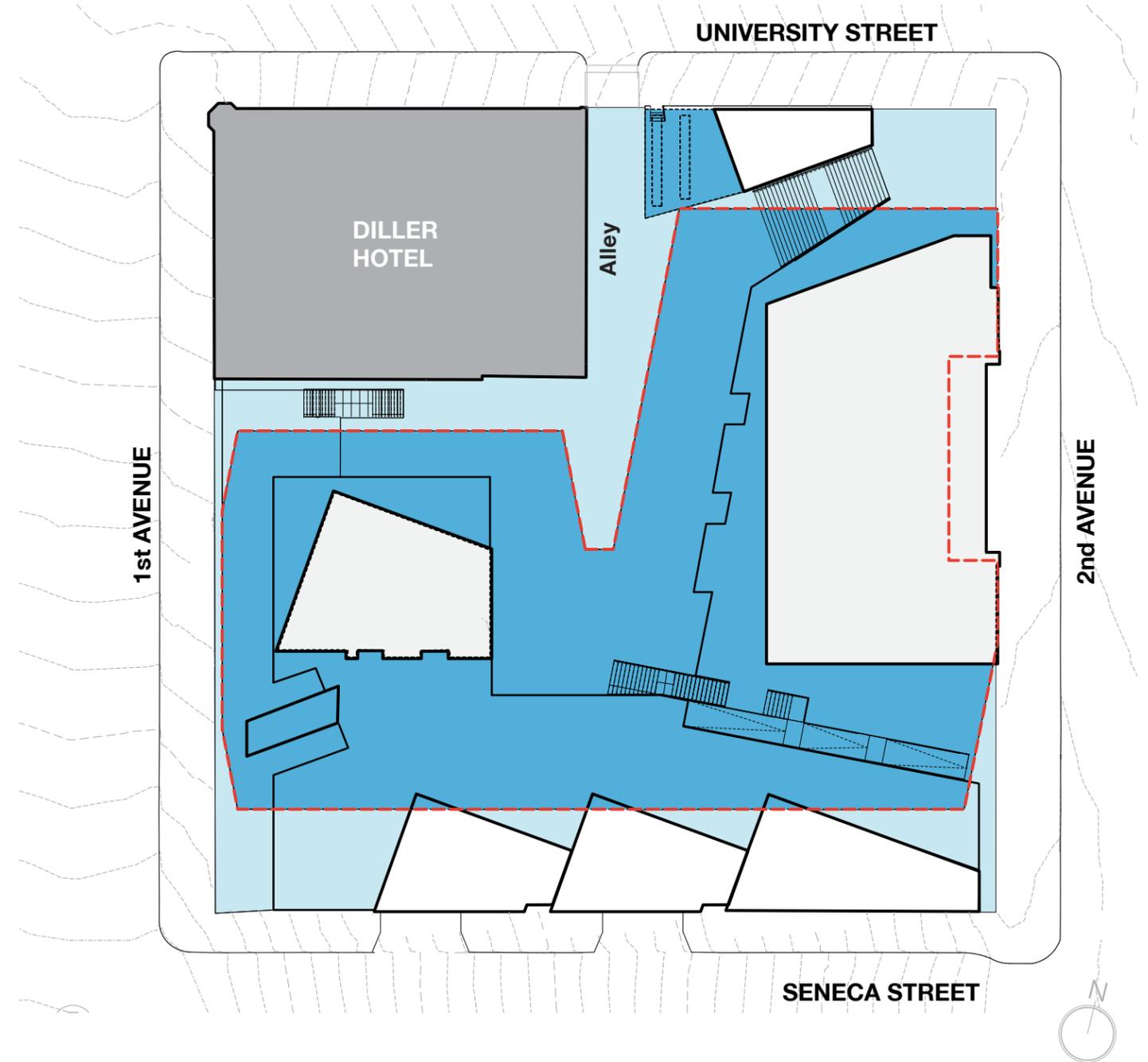
COMPARISON: TYPICAL MARKET DEVELOPMENT OPTION



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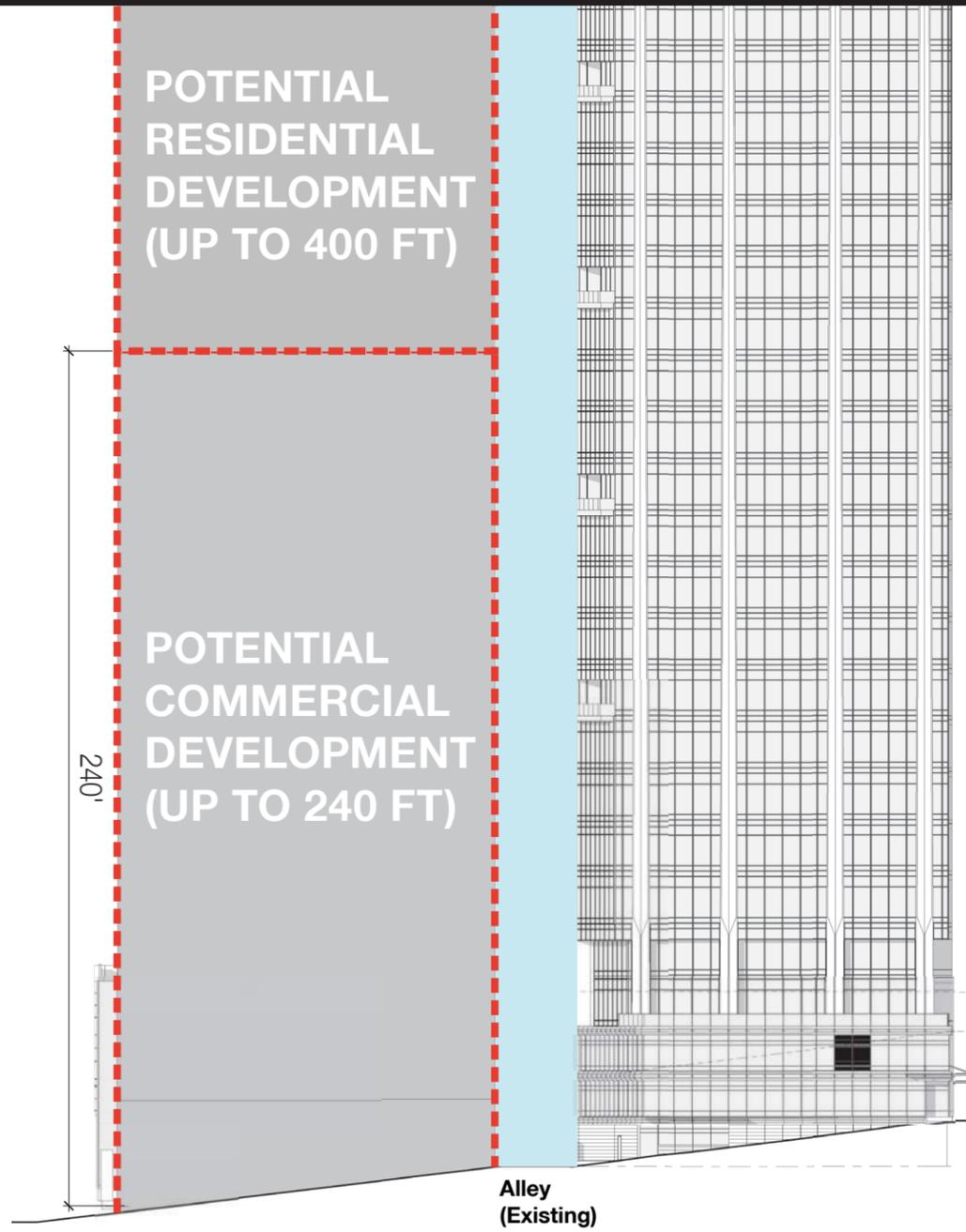
2/3 ALLEY VACATION PROPOSAL WITH LIFT



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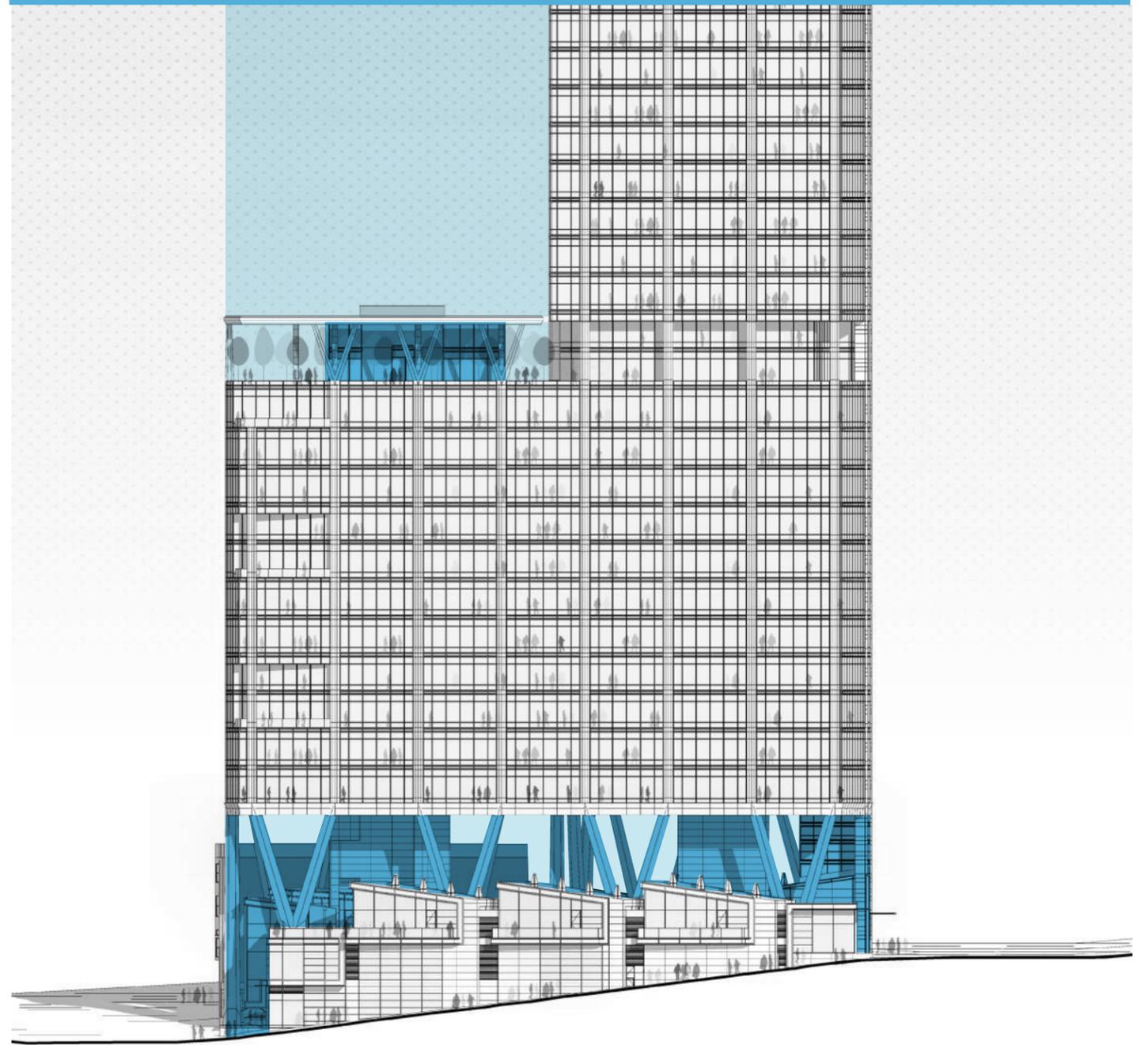
COMPARISON: NO ALLEY VACATION OPTION



South Elevation (Seneca Street)

● Open Air Space

2/3 ALLEY VACATION PROPOSAL WITH LIFT

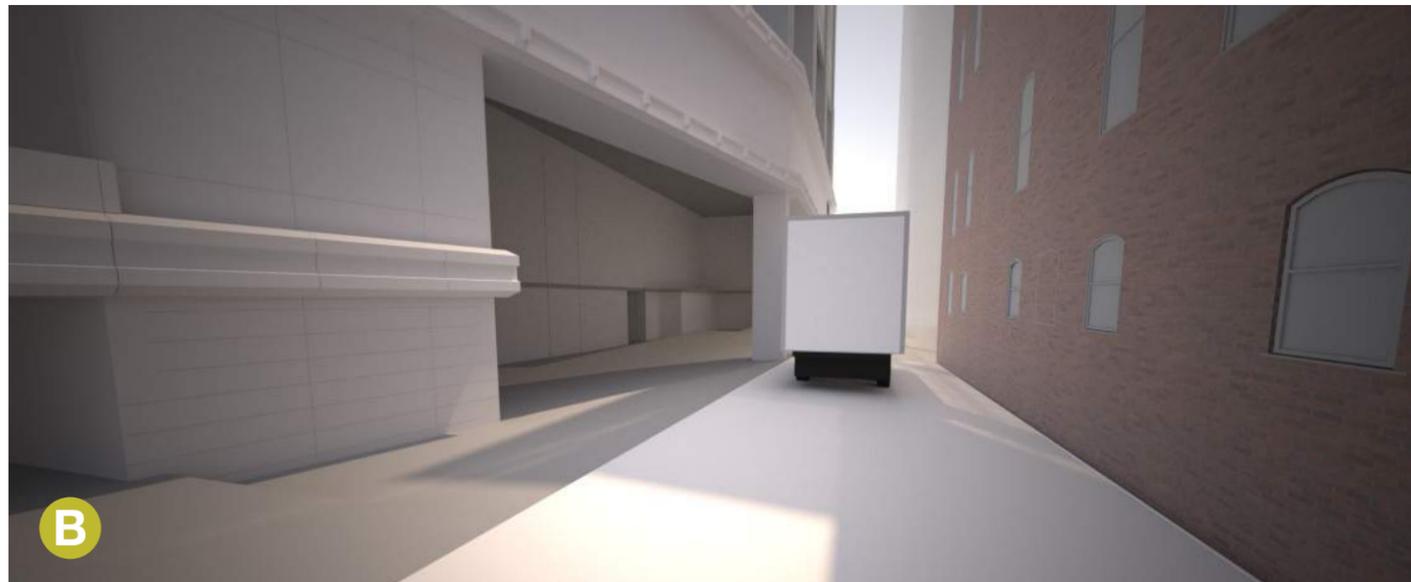


South Elevation (Seneca Street)

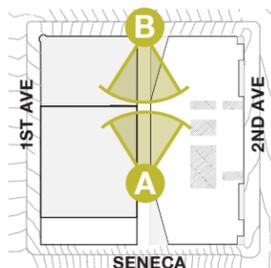
NO ALLEY VACATION OPTION



Interior Alley facing North (+78' Elevation)



University Street facing South (+78' Elevation)



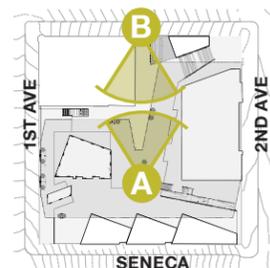
2/3 ALLEY VACATION PROPOSAL WITH LIFT



Interior Plaza facing North (+78' Elevation)



University Street & Plaza facing South (+78' Elevation)



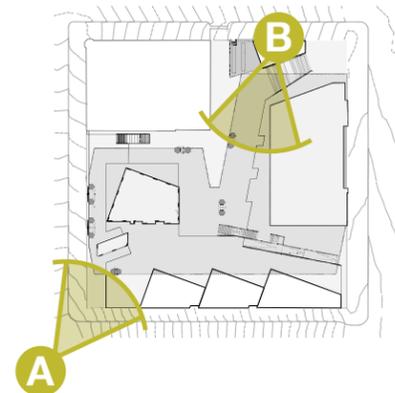
ALLEY VACATION PROPOSAL



WINTER SOLSTICE 1:00pm



WINTER SOLSTICE 1:00pm



## 1 Circulation:

- Primary access for both cars and trucks off Seneca Street improves circulation for traffic and pedestrians.
- Multiple pedestrian access points throughout the site improves circulation and visibility.
- Safety improved by separating pedestrians and vehicles.
- Expanded cycling facility adjacent to existing bicycle infrastructure.

## 2 Access:

- Better overall site access, especially for pedestrians.
- Truck loading area separate from other activities creating a safer environment.
- Transparency through the site supports transit connectivity.
- Reduces impact on future 1st Avenue Street Car.

## 3 Utilities:

- Utility infrastructure modernized enhancing capacity and reliability.
- Utility upgrades benefits the city and neighborhood.

## 4 Light / Air / Views:

- Building “Lift” design brings more natural light to the “urban village”, adjacent buildings, and pedestrian experience.
- Expanded opportunities for publicly accessible views at multiple elevations.

## 5 Open Space:

- Public Open Space is significantly increased with the “Lift” design.
- “Lift” design provides a weather protected environment for four-season usability.
- Village design allows for multiple opportunities for neighborhood gathering and programming.

## \* Equity:

- Complex urban context has the potential to capture equity.

- A. Public Agency Mission Comparative Analysis
- B. Comprehensive Plan Alignment
- C. Shadow Studies

## Appendix / A. Public Agency Mission Comparative Analysis

Department	Mission / Vision	Project Design Response
<p><b>Department of Planning and Development</b></p>	<ul style="list-style-type: none"> <li>Partner with the community to build and preserve a great city – safe and sustainable, diverse and healthy, energizing and supportive.</li> <li>Build a dynamic and sustainable Seattle.</li> </ul>	<ul style="list-style-type: none"> <li>Project design increases diversity in form, promotes sustainable performance, while also offering the community a new, safe and supportive neighborhood experience in the village under the Lift.</li> <li>Project design and building Lift achieve Comprehensive Plan goals, detailed in the subsequent Appendix table.</li> </ul>
<p><b>Office of Economic Development</b></p>	<ul style="list-style-type: none"> <li>To create a robust economy and broadly shared prosperity, the City of Seattle's Office of Economic Development is committed to balancing economic growth with the pursuit of economic and social justice.</li> </ul>	<ul style="list-style-type: none"> <li>Project designed for flexibility to attract a broad array of office and retail tenants adding diversity to the CBD economic base, increasing the City's competitiveness.</li> <li>Active and curated retail in urban village create economic opportunity for local NW retailers and businesses.</li> <li>Village plaza offers space for programming, which may include pop up retail, arts and community activities.</li> </ul>
<p><b>Seattle City Light (SCL)</b></p>	<ul style="list-style-type: none"> <li>Providing forward efficient utilities that keep Seattle a great place to live.</li> <li>Exceed Customers' expectations in producing and delivering environmentally responsible, safe, affordable and reliable power.</li> </ul>	<ul style="list-style-type: none"> <li>Project results in relocation and installation of new, upgraded utility infrastructure including lines, vaults, and transformers.</li> <li>Upgrades increase system efficiency and reliability.</li> <li>Enhancing network system capacity benefits both SCL as well as surrounding neighbors.</li> </ul>
<p><b>Seattle Public Utilities (SPU)</b></p>	<ul style="list-style-type: none"> <li>Show how utility dollars sustain and improve the quality of life.</li> <li>Providing efficient, forward-looking utility systems that keep Seattle the best place to live.</li> </ul>	<ul style="list-style-type: none"> <li>Project design and proposed storm water solution (catch basin, overland overflow and indemnity agreement) causes no harm to SPU system.</li> </ul>
<p><b>Seattle Department of Transportation</b></p>	<ul style="list-style-type: none"> <li>To deliver a high-quality transportation system for Seattle.</li> <li>A vibrant Seattle with connected people, places and products.</li> </ul>	<ul style="list-style-type: none"> <li>Project design improves vehicular flow, while increasing pedestrian safety.</li> <li>Building Lift maximizes transit connectivity by increasing pedestrian routes through site to ferry, light rail and bus corridors.</li> <li>Planned substantial cycling infrastructure for building occupants and community will expand non-vehicular commuting options, reducing stress on transportation system.</li> </ul>

## Appendix / B. Comprehensive Plan Alignment

Table 1: Seattle Comprehensive Plan 2&U Project Alignment

Achieved	Comprehensive Plan or Goal	2&U Features
✓	<b>Urban Village Goal 4:</b> Direct the greatest share of future development to centers and urban villages and reduce the potential for dispersed growth along arterials and in other areas not conducive to walking, transit use, and cohesive community development.	<ul style="list-style-type: none"> <li>• Site within urban core</li> <li>• Within one block of transit tunnel and immediately adjacent to rapid bus corridors and 2<sup>nd</sup> Avenue protected bike lane.</li> <li>• Transparent and inviting open-air plaza surrounded by retail.</li> <li>• Multi-directional pedestrian pathways through site.</li> </ul>
✓	<b>Urban Village Goal 8:</b> Use limited land resources more efficiently and pursue a development pattern that is more economically sound, by encouraging infill development on vacant and underutilized sites, particularly within urban villages.	<ul style="list-style-type: none"> <li>• Site is located within urban core and will be developed to increase densities and consistent with new zoning standards.</li> </ul>
✓	<b>Urban Village Goal 11:</b> Increase public safety by making villages places that people will be drawn to at all times of the day.	<ul style="list-style-type: none"> <li>• The Urban Village, the ground floor open-air plaza, will operate morning, days &amp; evenings both weekdays and weekends.</li> <li>• Office building use and tenancy creates new weekday draw for occupants, visitors and retail customers.</li> <li>• Creates four-season weather protected gathering place for the community.</li> </ul>
✓	<b>Urban Village Goal 12:</b> Promote physical environments of the highest quality, which emphasize the special identity of each of the city's neighborhoods, particularly within urban centers and villages.	<ul style="list-style-type: none"> <li>• Urban Village and "lift" design creates pre &amp; post function venue immediately adjacent to Benaroya Symphony Hall and Seattle Art Museum supporting identity of the Arts in the area.</li> <li>• Creates multi-use, year-round opportunity for outdoor concerts and other community events.</li> </ul>
✓	<b>Urban Village Policy 10:</b> Maintain and enhance retail commercial services throughout the city, especially in areas attractive to pedestrians and transit riders, to support concentrations of residential and employment activity, with special emphasis on serving urban villages.	<ul style="list-style-type: none"> <li>• The "lift" creates an extensive four-season retail experience inclusive of a variety of cafes and shops.</li> <li>• The plaza under the lift creates a four-season gather place for community events.</li> </ul>
✓	<b>Land Use Goal 30:</b> Promote Downtown Seattle as the home to the broadest mix of activities and greatest intensity of development in the region. Promote the continued economic vitality of Downtown Seattle, with particular attention to the retail core and the tourism industry.	<ul style="list-style-type: none"> <li>• The open-air covered plaza created by the lift will be both a community gathering place as well as destination for locals and tourist alike.</li> <li>• The project will support and enhance the Arts by bringing more retail and places to for people gather near the Seattle Art Museum and Benaroya hall.</li> </ul>

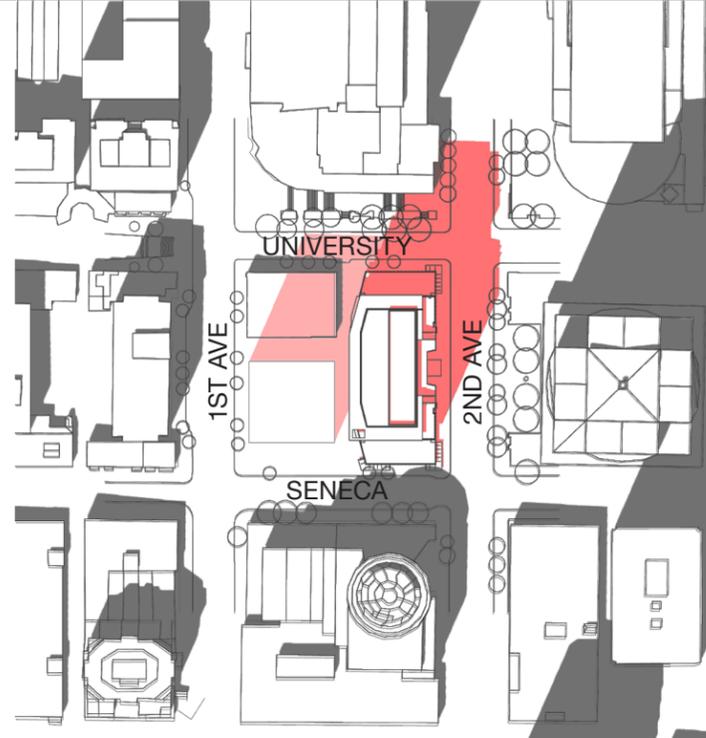
✓	<b>Land Use Goal 64:</b> Reduce dependence on automobile transportation and reduce greenhouse gas emissions by supporting transit communities.	<ul style="list-style-type: none"> <li>• The site is immediately adjacent to rapid bus corridors and proposed trolley extension and within one block of rapid transit tunnel.</li> <li>• Project will include substantial bike commuting infrastructure, especially important given site proximity to 2<sup>nd</sup> avenue bike corridor.</li> </ul>
✓ ..	<b>Land Use Goal 65:</b> Increase the efficiency of frequent and reliable transit service by locating concentrations of jobs and residents nearby in transit communities, in order to implement the urban village strategy.	<ul style="list-style-type: none"> <li>• The site is immediately adjacent to rapid bus corridors and within one block of rapid transit tunnel.</li> <li>• Plaza and retail provides community gathering area for local residents to meet and gather.</li> </ul>

✓	<p>Downtown Land Use Regulation Policy 1: DOC 1. The DOC-1 land use district is intended to:</p> <ul style="list-style-type: none"> <li>• Allow the highest density of commercial development downtown, with development standards regulating building design to reduce adverse impacts, including impacts on sidewalks and other public places;</li> <li>• Accommodate a large share of downtown's future employment growth within this district where the existing and planned infrastructure can accommodate growth; and</li> <li>• Accommodate other uses, including housing, retail, hotels and cultural and entertainment facilities, that complement the primary office function while adding diversity and activity beyond the working day.</li> </ul>	<ul style="list-style-type: none"> <li>• Designed to achieve all the density (FAR) available for the site.</li> <li>• Office building is designed to maximize zoning and FAR available on the site, significantly increasing densities above current existing buildings.</li> <li>• 2&amp;U will provide significant variety of local and neighborhood retail.</li> <li>• Multiple cultural events are anticipated as well as small concerts within the plaza. Program opportunities with SAM and Benaroya.</li> <li>• The project site will be activated mornings, days and nights – seven days a week.</li> </ul>
✓	<p><b>Downtown Land use Regulation Policy 1: Downtown Mixed Commercial.</b> Areas designated DMC are characterized by a diversity of uses. The DMC land use district is intended to:</p> <ul style="list-style-type: none"> <li>• Permit office and commercial use, but at densities lower than in the office areas;</li> <li>• Promote development diversity and compatibility with adjacent areas through a range of height limits.</li> </ul>	<ul style="list-style-type: none"> <li>• Project site is a split site that includes both DMC and DOC1. The project is designed as one L-shaped building with both a low-rise and high-rise element according to zoning. The DMC portion of the project maximizes height and density established by current zoning.</li> </ul>

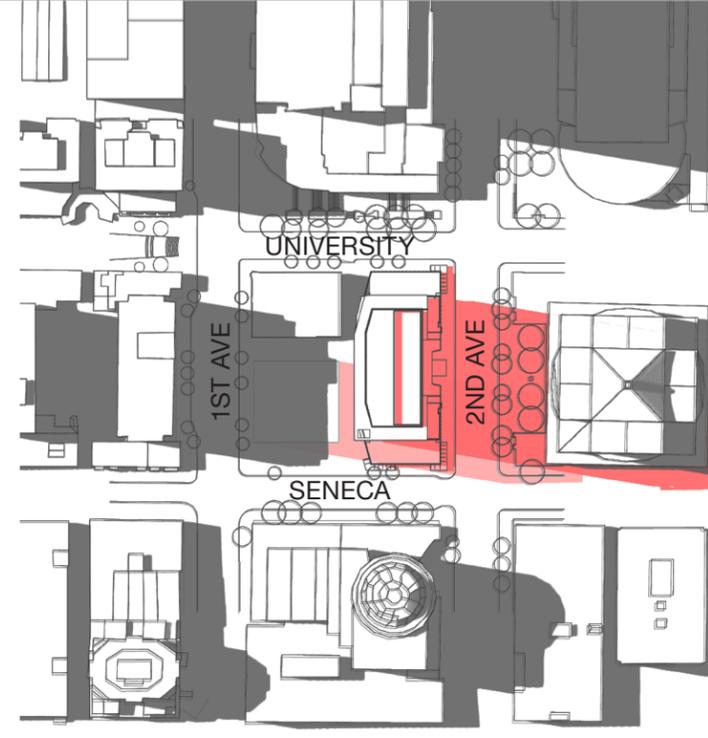
SUMMER SOLSTICE - JUNE 21 / NO ALLEY VACATION OPTION WITH FUTURE RESIDENTIAL DEVELOPMENT



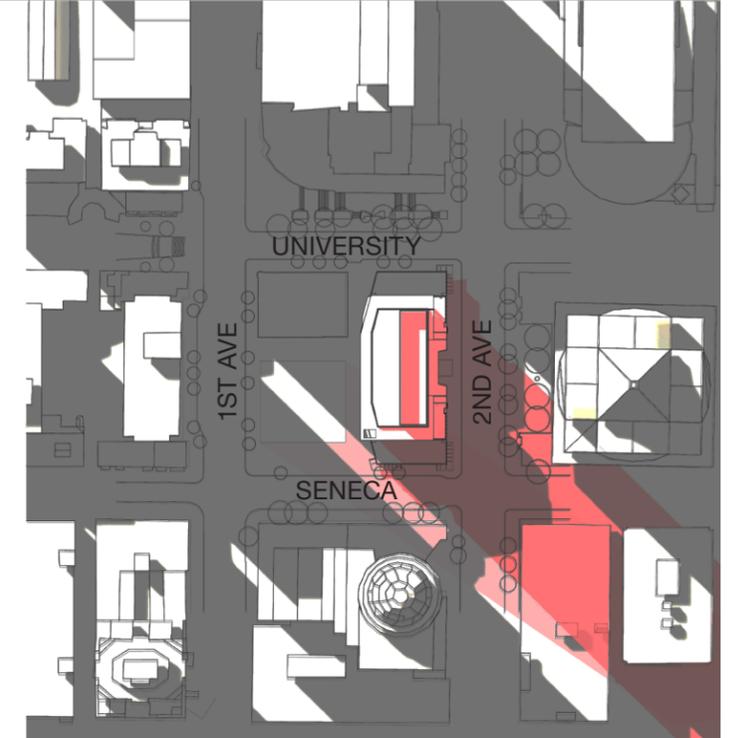
9AM



12PM

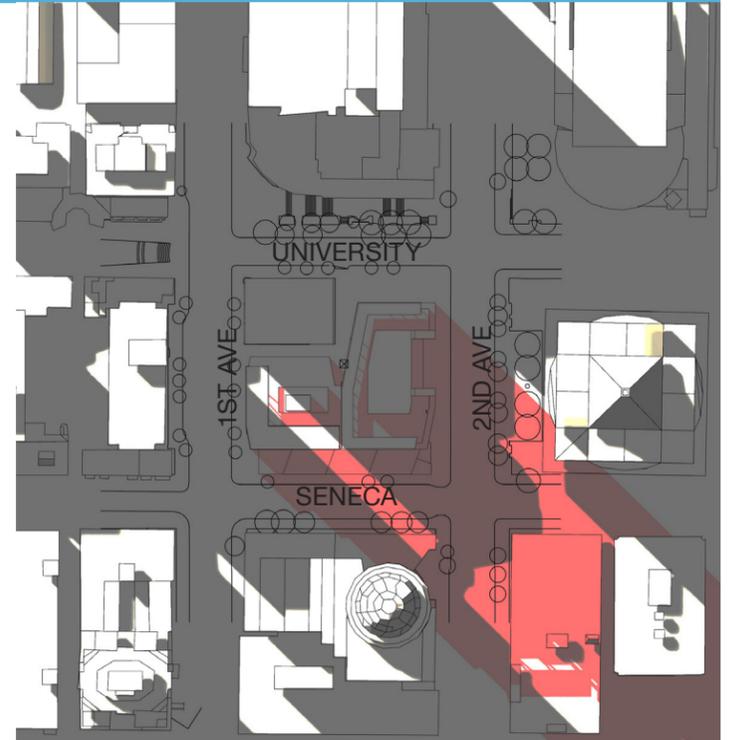
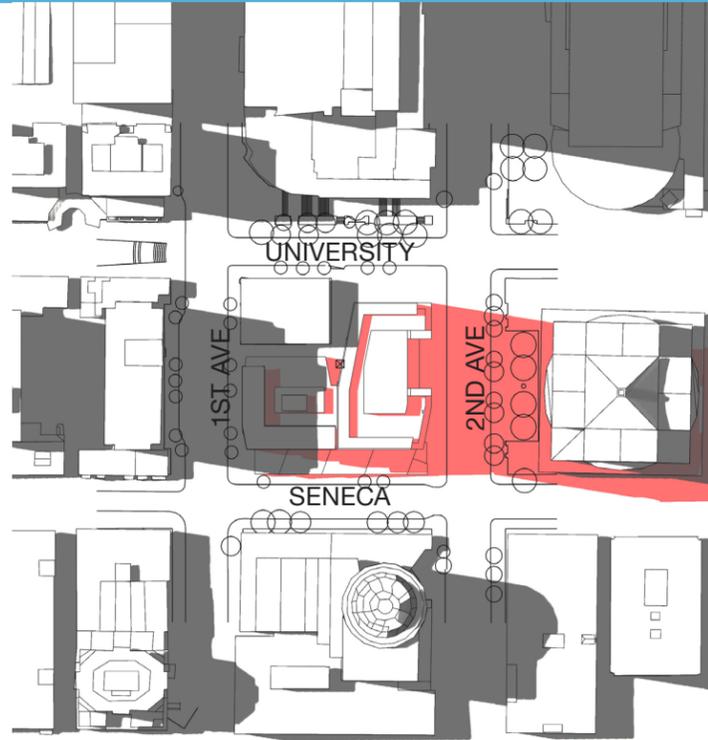
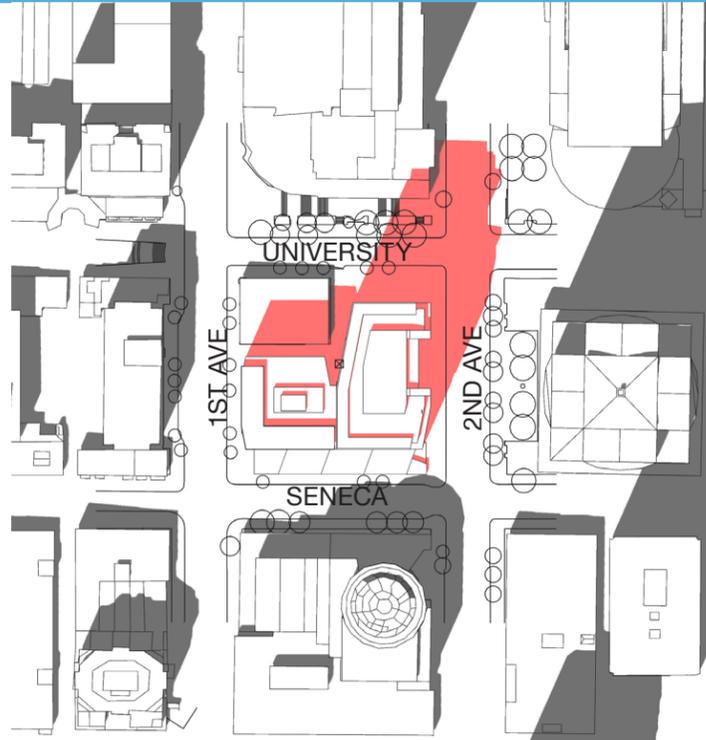
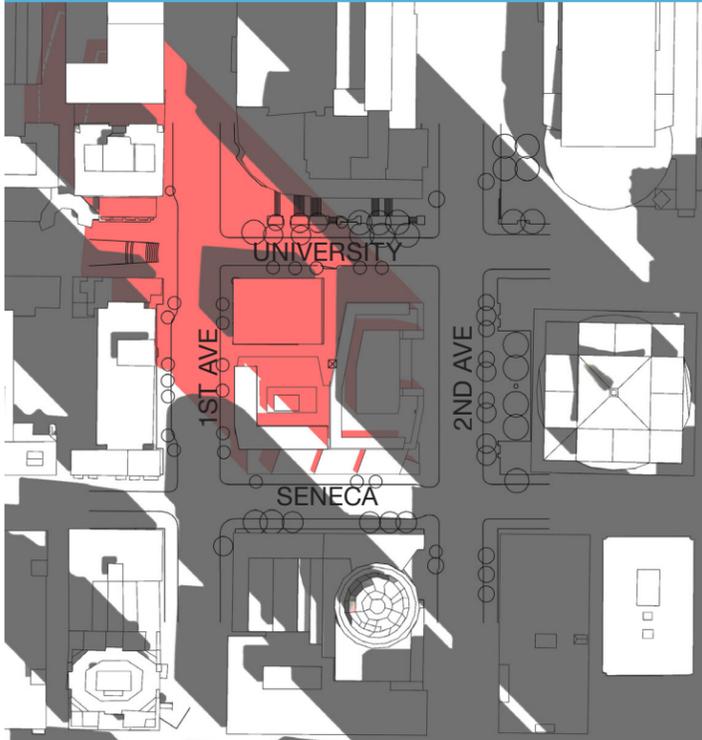


3PM

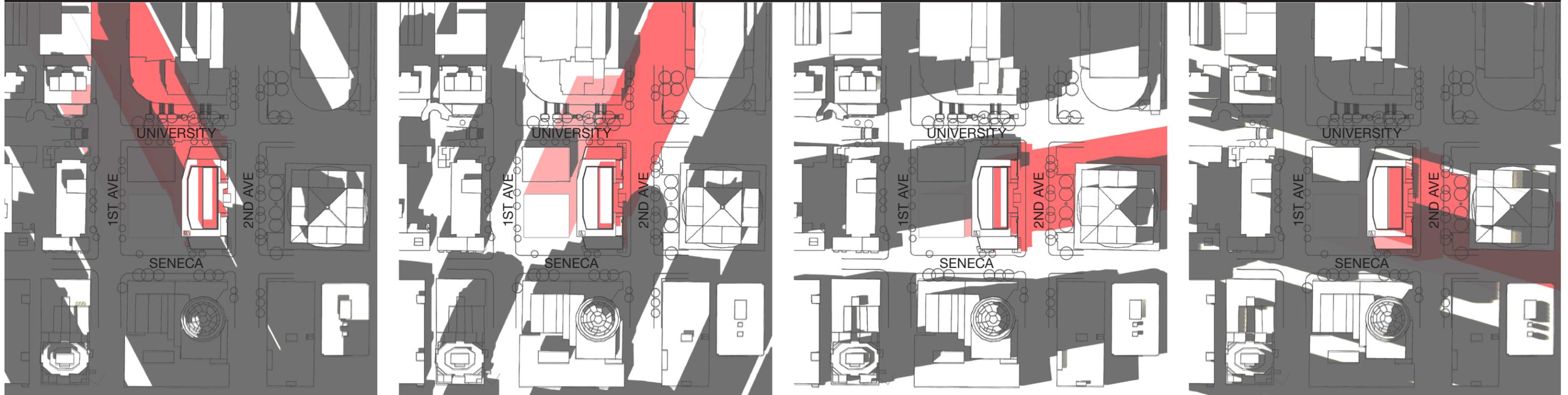


5PM

SUMMER SOLSTICE - JUNE 21: 2/3 ALLEY VACATION PROPOSAL WITH LIFT



SPRING & FALL EQUINOX - MARCH & SEPTEMBER 21 / NO ALLEY VACATION OPTION WITH FUTURE RESIDENTIAL DEVELOPMENT



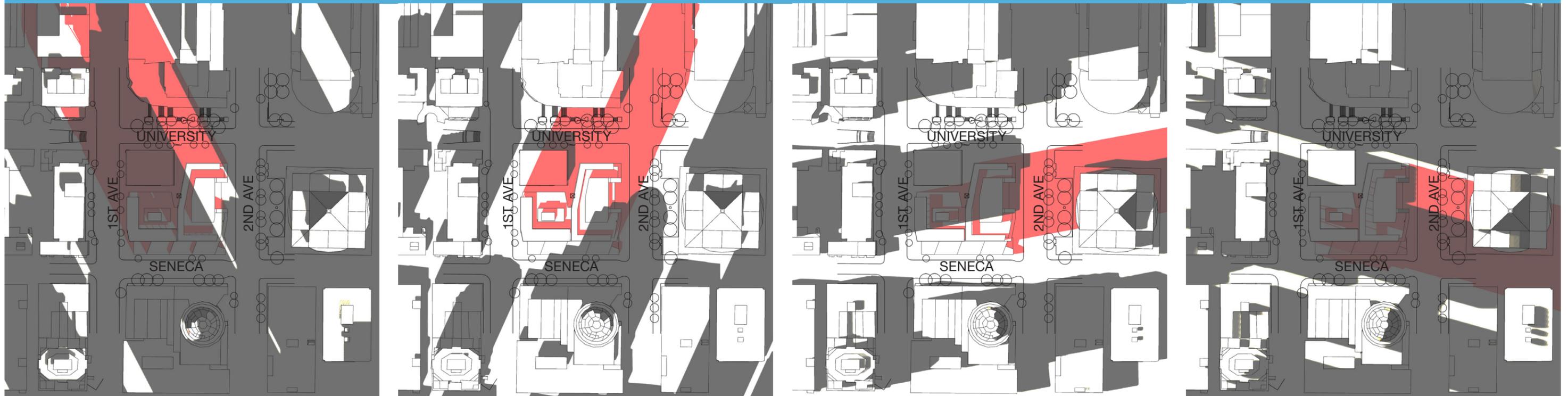
9AM

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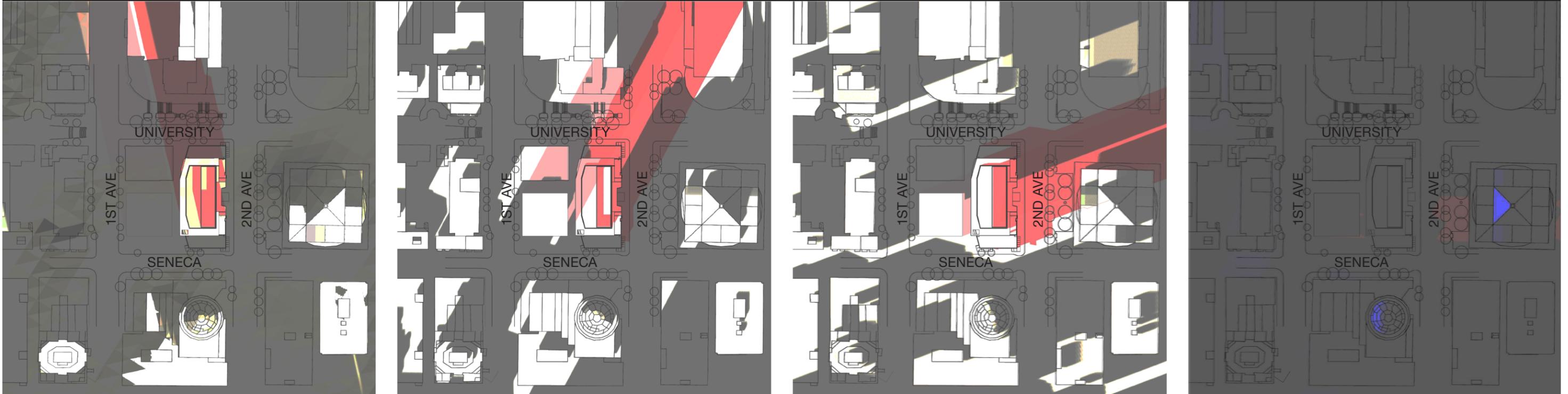
3PM

5PM

SPRING & FALL EQUINOX - MARCH & SEPTEMBER 21: 2/3 ALLEY VACATION PROPOSAL WITH LIFT



WINTER SOLSTICE - DECEMBER 21 / NO ALLEY VACATION OPTION WITH FUTURE RESIDENTIAL DEVELOPMENT



9AM

12PM

3PM

5PM

WINTER SOLSTICE - DECEMBER 21: 2/3 ALLEY VACATION PROPOSAL WITH LIFT

